Agenda

Planning Decisions Committee

6.30pm, Wednesday 16 December 2020

MS Teams

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The Planning Decisions Committee

The Planning Decisions Committee is a delegated committee of Council with full authority to make decisions in relation to planning applications and certain heritage referrals. The committee is made up of three Councillors who are rostered on a quarterly basis.

Participating in the Meeting

Planning Decisions Committee meetings are decision-making forums and only Councillors have a formal role. However, Council is committed to ensuring that any person whose rights will be directly affected by a decision of Council is entitled to communicate their views and have their interests considered before the decision is made.

There is an opportunity for both applicants and objectors to make a submission to Council in relation to each matter presented for consideration at the meeting.

Before each item is considered, the meeting chair will ask people in attendance if they wish to make submission. Simply raise your hand and the Mayor will invite you to come forward, take a seat at the microphone, state your name clearly for the record and:

- Speak for a maximum of five minutes;
- direct your submission to the chair;
- confine your submission to the planning permit under consideration;
- If possible, explain your preferred decision in relation to a permit application (refusing,
- granting or granting with conditions) and set out any requested permit conditions
- avoid repetition and restating previous submitters;
- refrain from asking questions or seeking comments from the Councillors, applicants or other submitters;
- if speaking on behalf of a group, explain the nature of the group and how you are able to speak on their behalf.

Once you have made your submission, please remain silent unless called upon by the chair to make further comment or to clarify any aspects.

Following public submissions, the applicant or their representatives will be given a further opportunity of two minutes to exercise a right of reply in relation to matters raised by previous submitters. Applicants may not raise new matters during this right of reply.

Councillors will then have an opportunity to ask questions of submitters. Submitters may determine whether or not they wish to take these questions.

Once all submissions have been received, the formal debate may commence. Once the debate has commenced, no further submissions, questions or comments from submitters can be received.

Arrangements to ensure our meetings are accessible to the public

Planning Decisions Committee meetings are held at the Richmond Town Hall. The following arrangements are in place to ensure they are accessible to the public:

- Entrance ramps and lifts (via the entry foyer).
- Interpreting assistance is available by arrangement (tel. 9205 5110).
- Auslan interpreting is available by arrangement (tel. 9205 5110).
- A hearing loop and receiver accessory is available by arrangement (tel. 9205 5110).
- An electronic sound system amplifies Councillors' debate.
- Disability accessible toilet facilities are available.

1. Appointment of Chair

Councillors are required to appoint a meeting chair in accordance with the City of Yarra Governance Rules 2020.

2. Statement of recognition of Wurundjeri Woi-wurrung Land

"Yarra City Council acknowledges the Wurundjeri Woi Wurrung people as the Traditional Owners and true sovereigns of the land now known as Yarra.

We acknowledge their creator spirit Bunjil, their ancestors and their Elders.

We acknowledge the strength and resilience of the Wurundjeri Woi Wurrung, who have never ceded sovereignty and retain their strong connections to family, clan and country despite the impacts of European invasion.

We also acknowledge the significant contributions made by other Aboriginal and Torres Strait Islander people to life in Yarra.

We pay our respects to Elders from all nations here today—and to their Elders past, present and future."

3. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Edward Crossland Councillor
- Cr Stephen Jolly Councillor
- Cr Sophie Wade Councillor

Council officers

- Mary Osman (Manager Statutory Planning)
- Amy Hodgen (Senior Co-Ordinator Statutory Planning)
- Ally Huynh (Senior Co-Ordinator Statutory Planning)
- Danielle Connell (Senior Co-Ordinator Statutory Planning)
- Rhys Thomas (Senior Governance Advisor)
- Cindi Johnston (Governance Officer)

4. Declarations of conflict of interest

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

5. Confirmation of Minutes

Any Councillor who has a conflict of interest in a matter being considered at this meeting is required to disclose that interest either by explaining the nature of the conflict of interest to those present or advising that they have disclosed the nature of the interest in writing to the Chief Executive Officer before the meeting commenced.

6. Committee business reports

Item		Page	Rec. Page
6.1	PLN19/0922 - 82 Westgarth St Fitzroy - Full demolition of the existing building and construction of a six (6) storey building containing 20 dwellings (no permit required for use), and associated reduction in statutory car and bicycle parking requirements.	5	57
6.2	PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Section 72 Amendment to Planning Permit PLN11/0380 to increase operating hours to include Saturday and Sunday from 8.00am to 7.00pm.	240	254
6.3	PLN20/0237 - 10 Taylor Street Fitzroy North - Part demolition of the existing dwelling for the construction of a ground and first floor addition	277	302
6.4	PLN19/0428 - 178 - 182 Bridge Road, Richmond - Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements	342	399
6.5	PLN20/0231 - 423-425 Smith Street, Fitzroy - Partial use of the land as a function centre with a maximum of three functions a week, between 9am and 11pm, catering for a maximum of 120 patrons and a reduction in the statutory car parking requirement.	520	536
6.6	PLN16/0434 – 26-52 Queens Parade, Clifton Hill - Section 87A amendment lodged with VCAT to an existing planning permit (PLN16/0434 issued 6 July 2018 at the direction of VCAT) **(TO BE DISTRIBUTED SEPARATELY AS A LATE ITEM)**		
6.7	PLN20/0365 - 447A Brunswick Street & Common Property of 445 - 447 Brunswick Street Fitzroy - Part demolition, buildings and works associated with the creation of a dwelling at first floor (permit not required for use).	548	568
6.8	PLN20/0245 - 6-4 St Heliers Street, Abbotsford - Part demolition and removal of vegetation, to allow for upgrade works to extend / renew the existing car park, including a new vehicle entrance and modification to a road in a road zone.	585	605

6.1 PLN19/0922 - 82 Westgarth St Fitzroy - Full demolition of the existing building and construction of a six (6) storey building containing 20 dwellings (no permit required for use), and associated reduction in statutory car and bicycle parking requirements.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit application PLN19/0922 submitted for 82 Westgarth Street Fitzroy VIC 3065. The application seeks approval for the full demolition of the existing building and construction of a six (6) storey building containing 20 dwellings (no permit required for use), and associated reduction in statutory car and bicycle parking requirements. The report recommends approval of the application, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:

   (a) Built form and heritage (Clauses 22.02 and 43.01);
   (b) Apartment Developments (Clause 58);
   (c) Interface Uses Policy (Clause 22.05); and
   (d) Car and bicycle parking provision (Clauses 52.06 and 52.34).

Key Issues

3. The key issues for Council in considering the proposal relate to:

   (a) Policy and strategic support;
   (b) Built form and heritage;
   (c) Clause 58;
   (d) Off-site amenity impacts;
   (e) Car parking, traffic, and bicycle provisions;
   (f) Special Building Overlay; and
   (g) Objector concerns.

Submissions Received

4. Eighty five (85) objections were received to the application and can be summarised as:

   (a) Design and overdevelopment (height, scale, bulk);
   (b) Heritage impacts;
   (c) On-site amenity (poor apartment layouts and internal amenity);
   (d) Off-site amenity (visual bulk, daylight/solar access to north-facing windows, overshadowing, overlooking);
   (e) Car parking, traffic impacts and pedestrian safety;
   (f) Issues during construction (noise, traffic);
   (g) Impacts to mental, physical health and wellbeing of surrounding residents and local ecosystems;
   (h) Council prioritising developer interest; and
   (i) Reduced property values.

5. Eight (8) support letters were received to the application and can be summarised as:
   (a) Sustainable design; and

(b) Thoughtful, balanced and quality design.

Conclusion

6. Based on the following report, the proposal is considered to comply with the relevant planning policy and key considerations, and should therefore be supported, subject to conditions generally requiring limited design changes.

CONTACT OFFICER: **Nish Goonetilleke**
TITLE: **Senior Statutory Planner**
TEL: **9205 5005**

6.1 PLN19/0922 - 82 Westgarth St Fitzroy - Full demolition of the existing building and construction of a six (6) storey building containing 20 dwellings (no permit required for use), and associated reduction in statutory car and bicycle parking requirements.

Reference	D20/163790
Author	Nish Goonetilleke - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Nicholls
Proposal:	Full demolition of the existing building and construction of a six (6) storey building containing 20 dwellings (no permit required for use), including associated reduction in the statutory car parking requirements.
Existing use:	Warehouse
Applicant:	Tract Consultants Pty Ltd
Zoning / Overlays:	Mixed Use Zone (MUZ) Heritage Overlay (Schedule 334) Environmental Audit Overlay (EAO) Special Building Overlay (SBO)
Date of Application:	20 December 2019
Application Number:	PLN19/0922

Planning History

1. Council records show Planning Permit PLN16/0284 was issued by Council on 23 December 2016 for the use of the land as a store (vehicle storage).

Background

2. The application was received by Council on 20 December 2019 and additional information was received on 14 May 2020. The application was advertised on 14 May 2020 and eighty five (85) objections and eight (8) support letters were received.

3. Whilst the advertising process was occurring, Council sought and received formal referral advice from internal departments within Council, including the Traffic Engineering Unit, Heritage, ESD Advisor, Strategic Transport Unit and City Works Unit. External referral comments were received from Urban Design, Acoustic Consultants and Melbourne Water.

Section 57A Plans

4. The permit applicant submitted a set of amended plans to Council under Section 57(a) of the *Planning and Environment Act* (1987) (the "Act") on 25 September 2020. The Section 57(a) plans include the following changes:

   (a) Podium reduced by one-storey, with the overall number of storeys reduced from 7 to 6, and overall height reduced from 24.92m to 22.22m (to the top of the lift overrun);
   (b) Increased setbacks from the southern (rear) boundary at all levels to change the rectilinear form to a curved form, with reduced depth of the central courtyard (further east) from 2.5m to 1.5m;
   (c) Reduced number of apartments (24 to 20), including numerous internal changes to apartments;

(d) Ground floor, central, communal lobby entrance with mail and fire booster relocated further north-west, with the provision of DDA compliant access ramp to the lobby, including internal rearrangements of the lift and stair areas;
(e) Addition of two visitor bicycle spaces at ground floor;
(f) Waste storage area expanded to include four-way waste stream, with the outward opening doors of the waste area and electric services area changed to roller-doors;
(g) All finished floor areas of the car park, lobby and services area altered to meet Melbourne Water requirements;
(h) Vehicle access entrance ramp gradient decreased from 1:10 to 1:6; and
(i) Changes to privacy screening and materials to primarily consist of brick, timber and concrete (previously brick, concrete and glass).

5. In addition, the applicant lodged the following amended reports:

(a) Sustainable Management Plan (SMP), dated October 2020 and prepared by LID Consulting;
(b) Daylight Modelling Report, dated October 2020 and prepared by LID Consulting;
(c) Traffic Impact Assessment (TIA), dated September 2020, prepared by O'Brien Traffic; and
(d) Waste Management Plan (WMP), dated November 2020, prepared by LID Consulting.

6. The amended plans and reports were not advertised, with the application given a discretionary exemption at Council's internal Development Assessment Panel (DAP) meeting held on 17 November 2020, on the basis that the proposed amendments would not result in any material detriment. However, the S57A plans were circulated to objectors with the invitations to the Planning Decisions Committee meeting.

7. The assessment in this report is based on the amended 57A plans submitted to Council on 12 November 2020.

Planning Scheme Amendments

Amendment C270

8. Council has prepared a Built Form Framework for activity centres in Fitzroy and parts of Collingwood and on 17 December 2019, Council requested the Minister for Planning (the Minister) to consider the approval of proposed interim built form controls (interim Design and Development Overlays/DDOs). These interim DDOs would apply while permanent controls are being prepared.

9. Whilst the subject site is not included in the proposed DDO29, which outlines future, mandatory and preferred built form requirements in areas along Brunswick Street, the proposed wider framework will be considered as part of this application.

10. Whilst the Built Form Framework is considered in the assessment of this application (being an adopted document by Council) the Amendment has not yet been approved by the Minister and does not form part of the Yarra Planning Scheme (the Scheme). The request for interim controls has not undertaken elements of a formal Planning Scheme Amendment, including exhibition or an independent panel process, with the interim controls providing a 'placeholder' whist the permanent controls are being prepared. As such, these temporary controls carry limited statutory weight until the formal Amendment is approved by the Minister.

The Proposal

11. The application seeks approval for full demolition of the existing building and construction of a six (6) storey building containing 20 dwellings (no permit required for use), and associated reduction in statutory car and bicycle parking requirements. The proposal is summarised as follows:

General

12. Construction of a 6 storey building (plus basement), with a maximum overall height and street-wall height of 11.47m and 20.27m (excluding the lift overrun) above natural ground level (NGL), respectively;

13. The building design would encompass a contemporary, rectilinear form with vertical window openings to Westgarth Street. The proposal incorporates a three-storey base to all title boundaries (with the exception of the southern boundary), with the upper levels (Levels 4 and 5) recessed 3m from Westgarth Street, between 0m to 2.5m from the eastern boundary and built abutting the majority of the western boundary, (with the exception of a 3.97m setback to the central courtyard between Levels 2 – 5). A central lift and stair access, including a central courtyard with a minimum width of 1.5m extends vertically from Levels 1 to 5. The proposed development is setback 0metres from the southern boundary and then increasingly setback in a curved form to a maximum of 8.56m at Level 5 (see image below);

14. The overall development is proposed to be finished in a mix of red brick, 'natural finish' and 'textured split face finish' pre-cast concrete, 'natural finish' and 'red paint finish' timber, metal screening/window frames/roller-dors, with glazing along all facades (see image below);

Proposed Westgarth Street Façade (W&W Architects November 2020)

Proposed Southern Façade (W&W Architects November 2020)

Use

15. A total of 20 dwellings (no permit required use) at all levels consisting of:

    (a) Two (2) x 2 bedroom townhouses between ground floor and Level 1;
    (b) Eighteen (18) apartments; 1 x 1 Bedroom;
        i. 12 x 2 Bedrooms;
        ii. 5 x 3 Bedrooms;

16. Twenty-two (22) on-site car parking spaces, all allocated to the dwellings, with two of the spaces providing access to electric vehicle (EV)-charging points;

17. Thirty (30) bicycle spaces in total; consisting of 28 resident spaces and 2 visitor bicycle spaces;

Buildings and Works

18. Full demolition of all fabric on site;

Basement

19. Setback 1.5m from the northern (front) boundary, 1.45m from the eastern boundary, 2.25m from the western boundary and 17.54m from the southern (rear) boundary), the basement level will consist of the following;

    (a) Two (2) x 8m^3 storage cages for the two townhouses and 6m^3 storage cages for 10 apartments between Level 1 and 3;
    (b) Fourteen (14) 'Cora Expo' floor mounted and 14 'Cora CVR1' wall mounted bicycle parking spaces (equating to 28 resident bicycle parking spaces);
    (c) Water and fire pump rooms;
    (d) Lift and stair access to the upper levels;
    (e) 8,000 litre rainwater tank connected for sanitary purposes;

Ground floor

20. The majority of the ground level would be constructed to all four title boundaries, with the exception of a 2.5m setback from the eastern boundary providing access to 22 car spaces (in car-stacker form) from the eastern Right-of-Way (ROW);

21. The ground floor would also consist of the following:

    (a) Open plan living/kitchen/dining areas and WCs of Townhouse 1 and 2 fronting Westgarth Street, including their north-facing terraces ranging between 13.9sqm and 16.4sqm, respectively;
    (b) Ground floor, communal lobby entrance with mail and fire booster located to the north-west corner, with the provision of DDA compliant 1:20 access ramp;
    (c) Two (2) x visitor bicycle parking located behind this lobby entrance, with the remainder of the communal corridor leading to a central court-yard, lift and stairs area;
    (d) A 13.4sqm waste storage area, water metres and electricity/service areas located further east of the site and accessed from the eastern ROW;

22. A secondary pedestrian entrance is also provided from the eastern ROW;

Level 1

23. The majority of the development at Level 1 would be built to all title boundaries, with the exception of a minimum 0.2m eastern and rear setback. The proposed south-eastern 'curve' design of the building begins from this level and extends to Level 5;

24. This level accommodates the two bedrooms and bathroom of Townhouse 1 and 2, including their 6.1sqm and 13.2sqm, north-facing terraces, respectively;

25. The remainder of this level accommodates four x 2 bedroom apartments; one with an 8.1sqm, north-facing terrace and the remainder consisting of south-facing terraces ranging between 16sqm to 24.5sqm;

Level 2

26. The majority of Level 2 would be built to all title boundaries (with the exception of the central western setback outlined earlier), 2.2m front setback (with terraces encroaching this setback), a minimum 2m southern setback to the rear terraces and a minimum 0.2m setback from the eastern boundary;

27. This level accommodates five x 2 bedroom apartments; two with north-facing terraces ranging between 20.6sqm to 21.1sqm, and three with south-facing terraces ranging between 13.2sqm to 14.9sqm;

Level 3

28. This level would be built to the majority of the eastern boundary and western boundary, setback 3m from the front boundary (with terraces encroaching this setback), and a minimum 1.88m southern setback to the rear terraces;

29. This level accommodates one x 3 bedroom apartment; with an 80.9sqm north and east-facing terrace, one x 1 bedroom apartment and two x 2 bedroom apartments; with south-facing terraces ranging between 13.5sqm to 16.7sqm;

Level 4

30. The majority of Level 4 would be built to the western boundary, setback 3m from the front boundary, a minimum 3.01m from the southern boundary to the rear terraces and a minimum 0.28m setback from the eastern boundary to the terraces;

31. This level accommodates 2 x 3 bedroom apartments; one with a 12.7sqm north-facing terrace and one with a south-facing 14.9sqm terrace. The remainder of this level will consist of a one x 2 bedroom apartment with a south and east-facing terrace equating to 38.8sqm;

Level 5

32. The majority of Level 5 would be built to the western boundary, setback 3m from the front boundary, a minimum 3.43m from the southern boundary to the rear terraces and a minimum 2.5m setback from the eastern boundary;

33. This level accommodates 2 x 3 bedroom apartments; one with a 12.7sqm north-facing terrace and the other with a south-facing terrace equating to 39.1sqm; and

Roof Plan

34. The roof area, setback 2.7m from the front boundary, 2.2m from the eastern boundary and setback a minimum 5.7m from the southern boundary will accommodate the lift overrun, solar panels, A/C units and solar hot water units.

Existing Conditions

Subject Site

Subject site (Google Street View, July 2019)

35. The subject site is located on the southern side of Westgarth Street, approximately 40m west of Brunswick Street and 230m east of Nicholson Street. The site is generally rectangular in shape with a frontage of 20.18m to Westgarth Street and a maximum depth of 30.46m, constituting a total area of approximately 611sqm. The eastern boundary abuts a 3.7m wide ROW.

36. The site is occupied by a single-storey, brick warehouse, with a high parapet, gable roof and built to all title boundaries. This site has high site coverage and has on-site car parking.

Title and Plan of Subdivision

37. There are no restrictive covenants or easements listed on the certificate of title provided for the subject site.

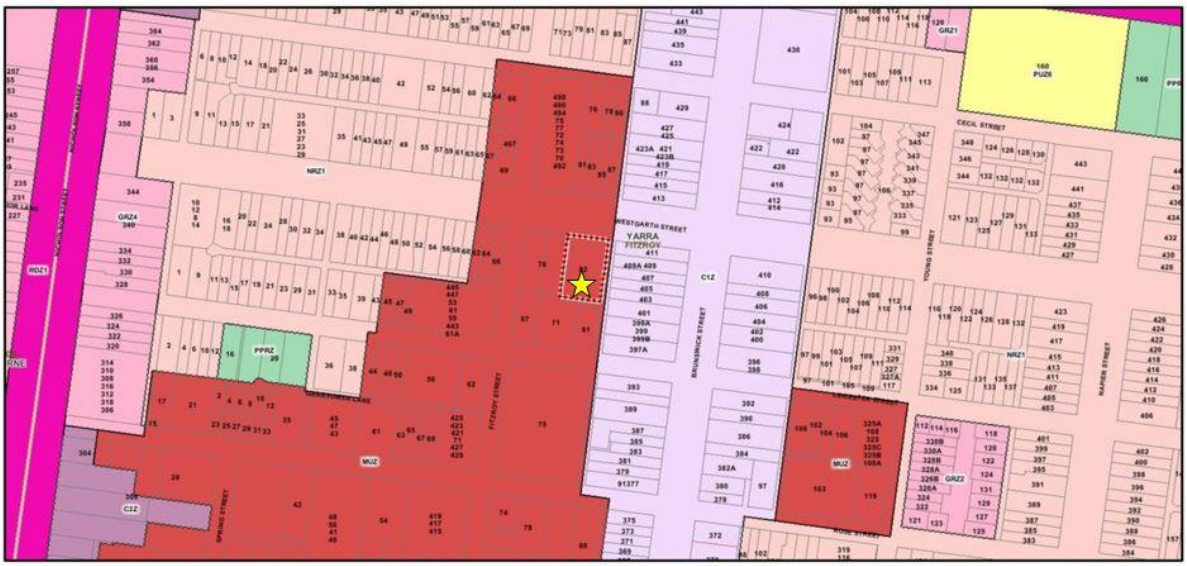
Surrounding Land

38. The land surrounding the subject site is predominantly within the Mixed Use Zone (MUZ), as depicted below (marked with a star). This zone contains a mixture of former industrial land with some remnant warehouses and factories, as well as contemporary residential developments (with heights generally ranging from 3 to 7 storeys) and older housing stock, typically of the Victorian-era and single-storey in scale. The emerging character of the surrounding area is increasingly diverse.

39. The site is located approximately 40m to the west of the Brunswick Street Activity Centre (AC), which is zoned Commercial 1 (C1Z) and comprises a diverse range of retail, hospitality and arts-based offerings and has a strong night time economy with many licensed premises including bars, nightclubs and restaurants.

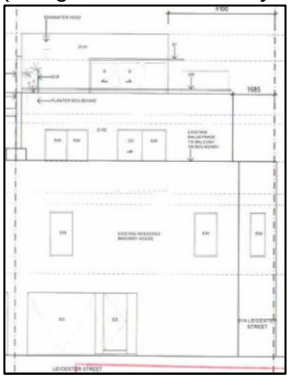
40. The nearest residentially zoned land (other than the MUZ) is approximately 46m to the west, within the Neighbourhood Residential Zone (NRZ1). This land contains predominantly single to double-storey Victorian and Edwardian-era dwellings.

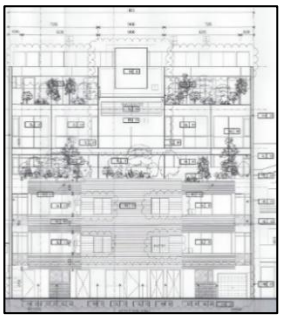
41. Approximately 200m to the south-west of the subject site is a north-south linear strip of land along Nicholson Street zoned Commercial 2 (C2Z). This streetscape is largely defined by older, single and double-storey factory buildings which typically house restricted retail and office uses.



Zoning map (Planning Maps Online, December 2020)

42. The wider area of Fitzroy is currently going through a period of transition from lower scale buildings to higher density development. The older building stock typically has high site coverage with buildings presenting to the public realm with no setbacks and single to three-storey high boundary walls. The emerging building stock consists of contemporary architectural responses, with generally rectilinear forms, and typically consisting of materials ranging from red brick, concrete and metal cladding with high proportions of glazing. As shown below, the following developments within this section of Fitzroy have been approved, some of which are under construction or already completed:

Address and Distance to Subject Site	**Development**	**Image**
No. 75 Westgarth Street, 18m north	3-storey apartment building (Planning Permit 981497)	(Google Street View, July 2019)
No. 61 Leicester Street, 40m south-west	Addition of a 4th-storey to the existing three-storey dwelling (Planning Permit PLN17/0373)	 (Don Gallagher, August 2017)

No. 61 Rose Street, 95m south-west	6-storey mixed-use building (Planning Permit PLN11/0576)	 (Jackson Architecture, April 2015)
No. 45 Rose Street, 100m south-west	6-storey mixed-use building (Planning Permit PLN13/0538)	(Google Street View, July 2019)
No. 419 Fitzroy Street, 100m south-west	7-storey residential hotel (Planning Permit PLN18/0990)	(Woods Bagot, June 2020)
Nos. 71 – 75 Argyle Street, 200m south	7-storey mixed-use building (Planning Permit PLN16/1181)	(Jackson Celement Burrows, August 2020)
Nos. 37 – 39 Kerr Street & 46 – 52 Rose Street, 130m south-west	6-storey mixed-use building (Planning Permit PLN12/0951)	(Google Street View, July 2019)
Nos. 142 – 144 Johnston Street & 3 Chapel Street, 600m south-east	6-storey mixed-use building (Planning Permit PLN15/0632)	(Google Street View, July 2019)

43. Immediately surrounding the subject site are the following properties:

The subject site and surrounding land (Council GIS, June 2020)

North

44. On the northern side of Westgarth Street opposite the site, is a row of single-storey, Victorian-era, brick dwellings fronting Westgarth Street.

45. To the north-east of the subject site is a double-storey, Victorian-era, rendered shop. The building presents to both Westgarth Street and Brunswick Street with on-boundary, double-storey walls and arched window fenestrations along both façades at both levels.

46. To the north-west of the subject site is a three-storey, rendered brick, residential building approved by Council under Planning Permit No. 981497. This development has a double-storey podium, with the uppermost level setback a minimum 1.5m from Westgarth Street. Car parking access to this building is provided off Fitzroy Street; further north-west.

South

47. Abutting the subject site to the south are Nos. 71 and No. 81 Leicester Street.

48. No. 71 Leicester Street is a single-storey, brick factory building with a pitched roof and built to all title boundaries. Further south-west is No. 67 – 69 Leicester Street, which is a single-storey, brick factory building with a pitched roof form and built to all title boundaries.

49. No. 81 Leicester Street is a double-storey, gable roofed, brick dwelling with a double-storey extension approved by Council under Planning Permit PLN13/0695 on 06 February 2014. The dwelling is built to all title boundaries, with the exception of a minimum 3.2m setback from the northern boundary to accommodate a partially covered secluded private open space (SPOS) and a shed. A number of north-facing habitable room windows are located at both floors, including a first floor north-facing deck, which are setback over 7m from the subject site. Vehicle access is provided off the eastern ROW.

50. Whilst the plans make reference to an ‘easement’ towards the north of this site, this portion of land belongs to No. 81 Leicester Street.

West

51. Abutting the subject site to the west are Nos. 70 - 76 Westgarth Street; a double-storey brick building built to all title boundaries and used as a warehouse/factory, with an ancillary office further west. Vehicle access to the warehouse is provided via Westgarth Street whilst vehicle access to the office is provided via Fitzroy Street; further west. A number of solar panels are located above the office building.

52. Planning Permit PL07/0076 was issued under the direction of the Victorian Civil and Administrative Tribunal (VCAT) on 03 June 2009 for the demolition and construction of a four-storey residential building and associated reduction in the car parking requirements. This permit has since expired.

53. Planning application PLN20/0815 was submitted to Council on 12 November 2020 and proposes to use the existing office component as a food and drink premises (café). A decision is yet to be made on this application; i.e. still at the further information stage.

East

54. To the east of the site, across the ROW are the rear of single to double-storey, Victorian-era commercial buildings fronting Brunswick Street. Vehicle access to some of these sites are provided via this ROW.

55. Further east of the subject site is Brunswick Street which is identified as being an Activity Centre (AC). Therefore, the surrounding area includes a mixture of commercial uses (taverns, restaurants, retail stores, furniture stores, restricted retail, art galleries, offices etc.), light industrial, warehouses and pockets of residential buildings. Brunswick Street is covered by the Road Zone, Category 1 and carries two lanes of traffic in each direction.

56. The subject site located on Westgarth Street has good access to public transport, including:

    (a) Brunswick Street tram lines approximately 40m to the east;
    (b) Alexandra Parade bus routes approximately 150m to the north;
    (c) Nicholson Street tram routes approximately 230m to the west;
    (d) Smith Street tram lines approximately 560m east; and
    (e) Johnston Street bus routes approximately 360m south.

Planning Scheme Provisions

Zoning

57. The subject site is zoned Mixed Use Zone (MUZ). The following provisions apply:

    (a) Pursuant to *Clause 32.04-2* of the Yarra Planning Scheme (the Scheme) a dwelling use is identified as 'Section 1 - Permit not required' uses. Therefore a planning permit is not required for the proposed apartments.

    (b) Pursuant to *Clause 32.04-6* of the Scheme, a planning permit is required to construct an apartment building.

    (c) An apartment development of five or more storeys, excluding a basement, must meet the requirements of *Clause 58* of the Scheme. Pursuant to Clause 73.01 (General terms) of the Scheme, an apartment is defined as *a dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwelling*. Given the two proposed townhouses meet this definition, they too will be assessed under Clause 58.

(d) Pursuant to *Clause 32.04-11* of the Scheme, *a building must not be constructed that exceeds the maximum building height specified in a schedule to this zone*. There is no maximum building height requirement in the schedule to the zone.

Overlays

58. The subject site is affected by the Heritage Overlay (Schedule 334 – South Fitzroy Precinct). The following provisions apply:

(a) Pursuant to *Clause 43.01-1* of the Scheme, a planning permit is required for demolition, to construct a building and carry out works, including:
   i. *A solar energy system attached to a building that primarily services the land on which it is situated if the services are visible from a street (other than a lane) or public park;*
   ii. *A rainwater tank if the rain water tank is visible from a street (other than a lane) or public park*;
   iii. *An electric vehicle charging station if the charging station is visible from a street (other than a lane) or public park.*

(b) A planning permit is triggered under the overlay for the demolition and proposed works, aside from the solar energy facility (on the roof), underground rainwater tank and the EV charging stations (within the ground floor car park) as they are not visible from Westgarth Street.

59. The subject is affected by the Environmental Audit Overlay. The following provisions apply:

(a) Pursuant to *Clause 45.03-1* of the Scheme, *before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:*
   i. *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*
   ii. *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use.*

60. A planning permit is not triggered under this control. However, as an apartment building is considered to be a sensitive use, a note would be required to be added to any planning permit issued informing the applicant of these obligations under the Environment Protection Act.

61. The subject site is affected by the Special Building Overlay (SBO). The following provisions apply:

(a) Pursuant to *Clause 44.05-2* of the Scheme, a planning permit is required *to construct a building or to construct or carry out works*.

Particular Provisions

Clause 52.06 (Car Parking)

62. The number of car parking spaces required under *Clause 52.06-5* of the Scheme must be provided to the satisfaction of the responsible authority. A planning permit is required for a reduction in the number of car parking spaces.

63. The following table identifies the car parking requirement under *Clause 52.06-5*, the provision on site, and the subsequent reduction:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces On-site	Reduction Required
1 & 2 x bedroom dwellings	15	1 space per dwelling	15	15	0
3 x bedroom dwelling	5	2 spaces per dwelling	10	7	0
Total			**25**	**22**	**3**

64. With 22 car parking spaces provided on-site, the proposal seeks a total reduction of 3 car spaces.

Clause 52.34 – Bicycle facilities

65. Pursuant to *Clause 52.34-3*, in developments of four or more storeys, 1 resident bicycle parking space should be provided for every 5 dwellings (rounded up), plus 1 visitor space for every 10 dwellings as seen in the table below.

Use	Rate	No. required on-site	No. provided on-site
20 x dwellings	1 space per every 5 dwellings 1 space for visitors to every 10 dwellings for developments	4 2	28 2
Totals		**6**	**30**

66. The proposal exceeds the bicycle parking rate for dwelling residents/visitors.

Clause 53.06 Live Music and Entertainment Noise

67. This clause applies to an application required under any zone of this Scheme to use land for, or to construct a building or construct or carry out works associated with:
    (a) *a noise sensitive residential use that is within 50 metres of a live music entertainment venue.*

68. Polly Bar at No. 401 Brunswick Street (approximately 4m, across the eastern ROW) and the Glamorama Bar at No. 393 Brunswick Street (approximately 34m to the south-east) are live music venues. Pursuant to *Clause 53.06-3*, a noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any:

(a) *Indoor live music entertainment venue to below the noise limits specified in State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N2).*

69. The clause goes on to state:

    (a) *For the purpose of assessing whether the above noise standards are met, the noise measurement point may be located inside a habitable room of a noise sensitive residential use with windows and doors closed (Schedule B1 of SEPP-N2 does not apply).*

    (b) *A permit may be granted to reduce or waive these requirements if the responsible authority is satisfied that an alternative measure meets the purpose of this clause.*

Clause 58 Apartment Developments

70. *Clause 58* apples to applications to construct an apartment development within a Mixed Use Zone. This clause seeks to encourage apartment development that provides reasonable standards of amenity for existing and new residents and to encourage apartment development that is responsive to the site and surrounding area.

General Provisions

Clause 62 – General exemptions

71. Pursuant to *Clause 62.02-2* (*Buildings and works not requiring a permit unless specifically required by the planning scheme*), of the Scheme:

    (a) *Any requirement in this scheme relating to the construction of a building or the construction or carrying out of works, other than a requirement in the Public Conservation and Resource Zone, does not apply to a:*
        i. *A rainwater tank with a capacity of not more than 10,000 litres;*
        ii. *A solar energy facility attached to a building that primarily services the land on which it is situated;* and
        iii. *An electric vehicle charging station.*

72. Therefore, the proposed 8,000Ltr underground rainwater tank, solar panels on the roof and the EV charging stations within the car park does not trigger a planning permit under the MUZ.

Clause 65 - Decision Guidelines

73. The decision guidelines outlined at *Clause 65* of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

74. Relevant clauses are as follows:

Clause 11.01-1R (Settlement - Metropolitan Melbourne)

75. Relevant strategies include;

    (a) *Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.*
    (b) *Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*

Clause 11.02 (Managing Growth)
Clause 11.02-1S (Supply of Urban Land)

76. The objective is *to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

Clause 11.03 (Planning for Places)
Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

77. Relevant strategies are:

    (a) *Support the development and growth of Metropolitan Activity Centres by ensuring they:*
        i. *Are able to accommodate significant growth for a broad range of land uses.*
        ii. *Are supported with appropriate infrastructure.*
        iii. *Are hubs for public transport services.*
        iv. *Offer good connectivity for a regional catchment.*
        v. *Provide high levels of amenity.*

Clause 13.04-1S (Contaminated and potentially contaminated land)

78. The objective is *to ensure that potentially contaminated land is suitable for its intended future use and that contaminated land is used safely*.

Clause 13.05-1S (Noise abatement)

79. The objective is *to assist the control of noise effects on sensitive land uses;* while the strategy is to *ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.*

Clause 13.07 (Amenity and Safety)
Clause 13.07-1S (Land use compatibility)

80. The objective is *to safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.*

Clause 15.01 (Built Environment and Heritage)

81. This clause outlines the following guidelines;

    (a) *Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.*
    (b) *Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*
    (c) *Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.*
    (d) *Planning should promote excellence in the built environment and create places that:*
        i. *Are enjoyable, engaging and comfortable to be in.*
        ii. *Accommodate people of all abilities, ages and cultures.*
        iii. *Contribute positively to local character and sense of place.*
        iv. *Reflect the particular characteristics and cultural identity of the community.*
        v. *Enhance the function, amenity and safety of the public realm.*

Clause 15.01-1S (Urban design)

82. The objective is *to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.*

Clause 15.01-1R (Urban design - Metropolitan Melbourne)

83. The objective is *to create distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S (Building Design)

84. The objective is *to achieve building design outcomes that contribute positively to the local context and enhance the public realm*.

85. The strategies of this clause are:

    (a) *Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.*
    (b) *Ensure development responds and contributes to the strategic and cultural context of its location.*
    (c) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
    (d) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
    (e) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
    (f) *Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.*
    (g) *Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.*

86. *Clause 15.01-4R (Healthy neighbourhoods - Metropolitan Melbourne)*

87. The strategy is to *create a city of 20 minute neighbourhoods that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.*

Clause 15.01-5S (Neighbourhood character)

88. The objective is *to recognise, support and protect neighbourhood character, cultural identity, and sense of place*.

89. Strategies are:

    (a) *Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.*
    (b) *Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:*
        i. *Pattern of local urban structure and subdivision.*
        ii. *Underlying natural landscape character and significant vegetation.*
        iii. *Heritage values and built form that reflect community identity.*

Clause 15.02 (Sustainable Development
Clause 15.02-1S (Energy and resource efficiency)

90. The objective is *to encourage land use and development that is consistent with the efficient use of energy and the minimisation of greenhouse gas emissions.*

Clause 15.03 (Heritage)
Clause 15.03-1S (Heritage conservation)

91. The objective is *to ensure the conservation of places of heritage significance.*

92. Strategies include:

(a) *Encourage appropriate development that respects places with identified heritage values.*
(b) *Retain those elements that contribute to the importance of the heritage place.*
(c) *Encourage the conservation and restoration of contributory elements of a heritage place.*
(d) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
(e) *Support adaptive reuse of heritage buildings where their use has become redundant.*

Clause 17 (Economic development)
Clause 17.02-1S (Business)

93. The objective is *to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services.*

Clause 18.02-1S – (Sustainable personal transport)

94. The objective is *to promote the use of sustainable personal transport.* Relevant strategies include:

(a) *Encourage the use of walking and cycling by creating environments that are safe and attractive.*
(b) *Develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters.*
(c) *Require the provision of adequate bicycle parking and related facilities to meet demand at education, recreation, transport, shopping and community facilities and other major attractions when issuing planning approvals.*
(d) *Ensure provision of bicycle end-of-trip facilities in commercial buildings*

Clause 18.02-1R (Sustainable personal transport- Metropolitan Melbourne)

95. Strategies include:

(a) *Improve local travel options for walking and cycling to support 20 minute neighbourhoods.*
(b) *Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network*

Clause 18.02-2S (Public Transport)

96. The objective is *to facilitate greater use of public transport and promote increased development close to high-quality public transport routes.*

Clause 18.02-2R (Principal Public Transport Network)

97. A relevant strategy of this clause is to *maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Clause 18.02-4S (Car Parking)

98. The objective is *to ensure an adequate supply of car parking that is appropriately designed and located.*

99. A relevant strategy is to *protect the amenity of residential precincts from the effects of road congestion created by on-street parking.*

Local Planning Policy Framework (LPPF)

100. The following LPPF provisions of the Scheme are relevant:

Clause 21.04 (Land Use)

101. Relevant objectives and strategies include;

(a) *Objective 3: To reduce potential amenity conflicts between residential and other uses.*
   i. *Strategy 3.2 Apply the Interface Uses policy at clause 22.05.*
   ii. *Strategy 3.4 Discourage late night and 24 hour trading activities located near residential zones to minimize impacts on residential amenity.*

Clause 21.04-2 (Activity Centres)

102. Relevant strategies include;

(a) *Strategy 4.1 Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.*
(b) *Strategy 5.2 Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.*
(c) *Strategy 5.3 Discourage uses at street level in activity centres which create dead frontages during the day.*

Clause 21.05-1 (Heritage)

103. Relevant objectives and strategies include;

(a) *Objective 14 To protect and enhance Yarra's heritage places:*
   i. *Strategy 14.3 Protect the heritage skyline of heritage precincts.*
   ii. *Strategy 14.4 Protect the subdivision pattern within heritage places.*
   iii. *Strategy 14.6 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
   iv. *Strategy 14.8 Apply the Development Guidelines for Heritage Places policy at clause* 22.02

Clause 21.05-2 (Urban design)

104. The relevant objectives and strategies are:

(a) *Objective 16 To reinforce the existing urban framework of Yarra;*
(b) *Objective 17 To retain Yarra's identity as a low-rise urban form with pockets of higher development:*
(c) *Objective 18 To retain, enhance and extend Yarra's fine grain street pattern;*
(d) *Objective 20 To ensure that new development contributes positively to Yarra's urban fabric;*
(e) *Objective 21 To enhance the built form character of Yarra's activity centres;*
   i. *Strategy 21.1 Require development within Yarra's activity centres to respect and not dominate existing built form; and*
(f) *Objective 22: To encourage the provision of universal access in new development.*

Clause 21.05-4 (Public environment)

105. The relevant objective and strategies are:

(a) *Objective 28 To a provide a public environment that encourages community interaction and activity:*
    i. *Strategy 28.1 Encourage universal access to all new public spaces and buildings.*
    ii. *Strategy 28.2 Ensure that buildings have a human scale at street level.*
    iii. *Strategy 28.3 Require buildings and public spaces to provide a safe and attractive public environment.*

Clause 21.06 (Transport)

106. This clause builds upon the objectives outlined at *Clause 18*, promoting cycling, walking and public transport as alternatives to private motor vehicle usage.

Clause 21.06-1 (Walking and cycling)

107. The relevant objective and strategy include:

(a) *Objective 30 To provide safe and convenient bicycle environments:*
    i. *Strategy 30.2 Minimise vehicle crossovers on street frontages.*

Clause 21.06-2 (Public transport)

108. Relevant objectives and strategies include;

(a) *Objective 31: To facilitate public transport usage.*
    i. *Strategy 31.1 Require new development that generates high numbers of trips to be easily accessible by public transport.*

Clause 21.06-3 (The road system and parking)

109. Relevant objectives is *objective 32: To reduce the reliance on the private motor car.*

Clause 21.07-1 (Environmentally sustainable development)

110. The relevant objective and strategy of this clause is:

(a) *Objective 34 To promote ecologically sustainable development*
    i. *Strategy 34.1 Encourage new development to incorporate environmentally sustainable design measures in the areas of energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation;*

Clause 21.08-7 Neighbourhoods (Fitzroy)

111. The following relevant commentary is offered at this clause:

(a) *Fitzroy is a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas, shopping precincts and commercial/ industrial activities.*
(b) *The role of the Brunswick Street centre can be characterised as hospitality, entertainment, clothing and footwear, art galleries and studios, and non-government community services, all with a metropolitan focus.*

Relevant Local Policies

Clause 22.02 (Development Guidelines for sites subject to Heritage Overlay)

112. The relevant objectives of this clause are as follows:

    (a) *To retain significant view lines to, and vistas of, heritage places.*
    (b) *To preserve the scale and pattern of streetscapes in heritage places.*
    (c) *To ensure that additions and new works to a heritage place respect the significance of the place.*

113. The relevant sections of this clause are as follows:

Clause 22.02-5.1 (Demolition)

114. *Generally encourage the retention of a building in a heritage place, unless:*

    (a) *The building is identified as being not contributory*

Clause 22.02-5.7 (New Development, Alterations or Additions)
Clause 22.02-5.7.1 (General)

115. The relevant objectives of this clause are as follows:

    (a) *Encourage the design of new development and alterations and additions to a heritage place or a contributory element to a heritage place to:*
        i. *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
        ii. *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
        iii. *Be visually recessive and not dominate the heritage place.*
        iv. *Be distinguishable from the original historic fabric.*
        v. *Not remove, cover, damage or change original historic fabric.*
        vi. *Not obscure views of principle façades.*
        vii. *Consider the architectural integrity and context of the heritage place or contributory element.*

Clause 22.05 (Interface Uses Policy)

116. The relevant policy is:

    (a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

Clause 22.07 (Development abutting laneways)

117. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal, with the relevant objectives as follows;

    (a) *To provide an environment which has a feeling of safety for users of the laneway.*
    (b) *To ensure that development along a laneway acknowledges the unique character of the laneway.*
    (c) *To ensure that where development is accessed off a laneway, all services can be provided to the development. To ensure that development along a laneway is provided with safe pedestrian and vehicular access.*

Clause 22.16 Stormwater Management (Water Sensitive Urban Design)

118. This policy applies to (as relevant) new buildings and contains the following objectives;

    (a) *To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended).*
    (b) *Currently, these water quality performance objectives require:*
        i. *Suspended Solids - 80% retention of typical urban annual load*
        ii. *Total Nitrogen - 45% retention of typical urban annual load*
        iii. *Total Phosphorus - 45% retention of typical urban annual load*
        iv. *Litter - 70% reduction of typical urban annual load*

    (c) *To promote the use of water sensitive urban design, including stormwater re-use.*
    (d) *To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.*
    (e) *To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.*
    (f) *To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and wellbeing.*

Clause 22.17 (Environmentally Sustainable Design)

119. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The considerations are energy performance, water resources, indoor environment quality, storm water management, transport, waste management and urban ecology.

Incorporated Documents

120. Appendix 8 to the City of Yarra Review of Heritage Areas, 2007 identifies the subject site as being “Not-contributory” to the South Fitzroy Precinct (as identified by Schedule 334 to the Heritage Overlay).

Advertising

121. The originally submitted application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 363 letters sent to surrounding owners and occupiers and by two signs displayed on site; one at the Westgarth Street frontage and the other on the laneway façade.

122. Council received 85 objections, the grounds of which are summarised as follows:

    (a) Design and overdevelopment (height, scale, bulk);
    (b) Heritage impacts;
    (c) On-site amenity (poor apartment layouts and internal amenity);
    (d) Off-site amenity (visual bulk, daylight/solar access to north-facing windows, overshadowing, overlooking);
    (e) Car parking, traffic impacts and pedestrian safety;
    (f) Issues during construction (noise, traffic);
    (g) Impacts to mental, physical health and wellbeing of surrounding residents and local ecosystems;
    (h) Council prioritizing developer interest; and
    (i) Reduced property values.

123. Eight support letters were received to the application and can be summarised as:

    (a) Sustainable design; and
    (b) Thoughtful, balanced and quality design.

124. On 12 November 2020, the applicant submitted revised plans under Section 57(A) of the Act. The application was not re-advertised and was given a discretionary exemption at Council's internal Development Assessment Panel meeting held on 17 November 2020, on the basis that the proposed amendments would not result in material detriment as the changes were a reduction in built form. However, a copy of the plans were circulated to objectors with the invitations to the meeting.

Referrals

External Referrals

Melbourne Water

125. Pursuant to *Clause 44.05-6* of the Scheme, the advertised application was referred to Melbourne Water who objected to the proposed development. However, the amended (S57A) plans were also formally referred to Melbourne Water who were supportive of the revised proposal, subject to conditions. All comments have been included as attachments to this report.

126. The originally advertised application and the S57A plans were also referred to the following external referrals:

    (a) Urban Design (Hansen Partnership Pty Ltd); and
    (b) Acoustic (SLR Consulting).

127. Referral comments have been included as attachments to this report.

Internal Referrals

128. The originally advertised application was referred to the following areas within Council:

    (a) Traffic Engineering Unit;
    (b) Heritage Advisor;
    (c) Urban Design Unit (streetscapes and any capital works only);
    (d) ESD Advisor;
    (e) Strategic Transport Unit;
    (f) City Works Unit;
    (g) Open Space; and
    (h) Arborist.

129. Referral comments have been included as attachments to this report.

130. The amended (S57A) plans were referred to all of the above Council departments, except for open space.

OFFICER ASSESSMENT

131. The considerations for this application are as follows:

    (a) Policy and strategic support;
    (b) Built form and heritage;
    (c) Clause 58;
    (d) Off-site amenity impacts;

(e) Car parking, traffic, and bicycle provisions;
(f) Special Building Overlay; and
(g) Objector concerns.

Policy and strategic support

132. The subject site is located within a MUZ, which has a key purpose to provide housing at higher densities. Consistent with the zone, the use of the land for dwellings do not require a planning permit and only the buildings and works are triggered by this provision. This indicates strong strategic support for residential uses within the precinct. It is considered that the proposed development achieves the various land use and development objectives outlined in the Scheme and is in accordance with relevant State and local planning policies applicable to the redevelopment of sites within areas such as this.

133. The subject site is within proximity (approximately 40m) to the Brunswick Street AC, which provides a wide range of retailing, services and food and drinks premises with good public transport links. This ensures that the site is well serviced by local infrastructure and commercial offerings.

134. With regards to the proposed development of the site, State and local policies encourage the concentration of development in and around activity centres, with more intense development on sites well connected to public transport, thereby ensuring the efficient use of existing infrastructure. The site is well connected to public transport opportunities, with trams along Brunswick Street, Smith Street and Nicholson Street, and bus services along Johnston Street and Alexandra Parade, encouraging the use of alternative modes of transport to and from the site and reducing reliance on motor vehicles, as encouraged by *Clauses 18.02* (Transport), *21.03* (Vision), *21.06-3* (The road system and parking) and *21.07* (Environmental sustainability).

135. However, policy support for more intensive development needs to be balanced with built form and heritage guidance at *Causes 15.03*, *21.05-1* and *21.05-2* of the Scheme. These policies call for development that responds to the surrounding context with regard to urban character and cultural heritage. More specifically, Council's local policy at *Clause 22.02* seeks to maintain and conserve the significant historic character of the area.

136. As will be discussed in detail within this report, it is considered that the proposal achieves a good balance of State and local policy in relation to high quality developments and protection of heritage values. However, such strategic direction must be balanced against site constraints, the local built form context, the proposed architectural response and the potential for off-site amenity impacts. These aspects of the development will be discussed in the following sections of this report

Built form and Heritage

137. The primary built form considerations for the proposed development are the decision guidelines at *Clause 32.04-6* (Mixed Use Zone) and policy at *Clause 15* (Built Environment and Heritage), *Clause 21.05* (Built Form), *Clause 22.07* (Development abutting laneways) and *Clause 22.02* (Development Guidelines for Sites Subject to the Heritage Overlay). All of these provisions and guidelines support a development outcome that responds to the existing or preferred neighbourhood character and provides a contextual urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings.

138. *Context*

The subject site (marked with a star) and surrounding built form heights (Council GIS, June 2020)

139. As outlined earlier within this report, built form in the immediate area is mixed, with a strong emergence of contemporary, higher-scale development. The immediate neighbouring streets, in particular Rose, Fitzroy Street and Kerr Street have altered substantially over recent years due to the approval and construction of a number of six-storey developments. These developments are interspersed throughout a predominantly triple to four-storey streetscape. This is most clearly demonstrated in the built form context map above.

140. Pockets of low-density, single and double-storey dwellings remain; however, aside from the abutting double-storey dwelling to the south at No. 81 Leicester Street, these are located largely to the north of Westgarth Street and further west of the subject site. Whilst the 'individually-significant', single-storey row of dwellings immediately across Westgarth Street will not be developed (given the heritage overlay), it is likely development will occur within the site on the north-western corner of Westgarth and Fitzroy Streets, with the double-storey building at Nos. 70 – 76 Westgarth Street and the surrounding single-storey warehouse buildings to the south-west classified as 'non-contributory' to the heritage precinct. Within the Mixed Use Zone and given this context it is clear that higher built form will be expected within the immediate surrounds.

141. As noted within the 'Planning Scheme Amendments' section of this report, Council has prepared a Built Form Framework for Brunswick Street (among other areas), and has also requested approval from the Minister to introduce an interim Design and Development Overlay (DDO) while permanent controls are prepared. Whilst the subject site is not included within the interim DDO29, the sites to the east, along Brunswick Street are. A relevant built form objective of the proposed DDO29 is *to ensure development responds to the heritage character and open streetscape of Brunswick Street by supporting a new lower- to mid-rise character (ranging from 4 to 6 storeys) behind a consistent street wall north of Leicester Street.*

142. The draft interim DDO29 outlines mandatory maximum height and street wall requirements, and anticipates sites fronting Brunswick Street (immediately east of the site) can potentially accommodate 17.4m (5-6-storeys) above retained heritage form, with large, corner sites identified for 20.8m (6-storey) opportunities under the interim DDO34 (Fitzroy Town Hall and Back Blocks).

The draft DDO29 also specifies that upper levels above the retained Brunswick Street street-wall must be setback a minimum of 8m, with development over 16.4m, the top most upper level above a heritage building should be setback a further 3.2m from the Brunswick Street frontage. The subject site is not located within an intact heritage streetscape such as Brunswick Street and increased upper level setbacks are not required (as they are along Brunswick Street). While the Built Form Framework which informed the DDO29 provides some analysis as to the preferred future scale sought within this section of Brunswick Street, this does not outweigh the emerging scale of recent development that has already occurred along the surrounding streets in Rose, Fitzroy and Kerr Streets (in the realm of 3 to 6-storeys).

143. As outlined previously, there is no dispute that strategically the subject site is appropriately located for a higher-density development, being within proximity to an activity centre and the C1Z, and with excellent access to cycling networks, public transport, services and facilities. Based on these attributes, it is a reasonable expectation that this site will experience intensification in use and development.

144. With regards to the surrounding heritage context, the site is located within the South Fitzroy Heritage Precinct, which covers the vast majority of Fitzroy. The immediate vicinity however does not have a highly intact heritage streetscape (unlike the properties further towards Nicholson Street). The majority of nearby properties are either contemporary, multi-storey residential developments (on ex-industrial sites) or single-storey warehouses or car parks, the majority of which are listed as non-contributory to the heritage precinct.

145. In light of this context, the proposed development would not unduly affect the significance of the broader heritage place in accordance with *Clause 22.02* of the Scheme. Council's Heritage Advisor concurred with this, stating that *generally in this corner of Fitzroy, the area is mixed with a number of non-contributory sites having been redeveloped with apartments up to approximately 6-storeys and with the upper levels being set well back to make them less apparent.*

Demolition

146. Prior to ascertaining if the proposed development of the land is acceptable, consideration of the extent of demolition is required. These considerations are outlined at *Clause 22.02* and *Clause 43.01* of the Scheme. As outlined in Council's heritage advice, the factory/warehouse building on the land appears to have been constructed c. 1950-60s, and is listed in *Appendix 8, City of Yarra Review of Heritage Overlay Areas 2007. (rev. May 2018)* as being 'not-contributory'. On this basis, the full demolition of the existing building is supported by local heritage policy at *Clause 22.02-5.1*.

Built form (height and massing)

Height

147. The development proposes an overall height of 6-storeys, with the building extending to a maximum height of 20.72m above NGL. The proposed roof plant area/lift overrun would add a further 1.5m to the height, resulting in an overall height of 22.22m above NGL. The street-wall to Westgarth Street would consist of a height of 11.47m above NGL, with the upper levels setback 3m from this frontage. Views to the roof plan area/lift overrun will be appropriately limited due to its location within the centre of the building.

148. Objectives at *Clause 22.02* of the Scheme aim to (amongst others) preserve the scale and pattern of streetscapes in heritage places, ensure that additions and new works to a heritage place respect the significance of the place and for new buildings to be visually recessive and not dominate the heritage place.

149. As demonstrated earlier in the report, the proposed height is within the contextual range of heights of nearby development. To the west are non-contributory commercial buildings which do not form part of an intact heritage streetscape. It is expected that higher built form would be located in this part of Westgarth Street given the Mixed Use zoning and non-contributory status of these buildings in such close proximity to an activity centre. This is clearly different to the residential lower scale to the west where less development is expected (maximum 7m and 2-storeys), and where heritage built form is more intact. A design objective of the DDO29 is *to ensure development maintains the prominence of the existing low-scale heritage street wall and fine-gain heritage character through recessive upper levels and a façade composition and articulation that complements the Brunswick Street character*. Whilst the proposal varies from the overall building height requirements associated with the DDO29, as stated earlier in the report, the subject site is not located within an intact heritage streetscape such as Brunswick Street. Furthermore, the proposed three-storey street wall, including its architectural quality, compliments the existing varied heritage character along Westgarth Street and will be discussed later in the report. It is also important to note that the interim DDO34 which include 'back blocks' within this area anticipates 6-storey buildings. Therefore, the current design is responsive in its design language and has regard to Council policy (both existing and proposed).

150. External urban design advice on the originally advertised plans (Hansen Partnership), recommended a revised overall height of 6-storeys from 7-storeys. This reduction was recommended from the podium to establish a 3-storey street wall as opposed to a 4-storey street wall. It was found that the reduction in the overall height to 6-storeys would *ensure the upper levels remain visually subservient to the recommended 3 storey street wall* and *from a strategic context perspective, a 6-storey proposal is commensurate with the anticipated outcome in behind the Brunswick Street spine encouraged in DDO34*. As part of the S57A plans the applicant reduced the overall height from 7-storeys to 6-storeys, which is considered to be a more suitable response, owing to the dimensions of Westgarth Street and mixed built form profile found in the surrounds as well as the limited heritage sensitivity on the subject site.

151. Whilst Council's Heritage Advisor found the deletion of one level from the podium to be an improvement, the overall height together with the top 3 levels were considered to be *still too high for the context and the podium height is still disproportionate to the single storey and double storey Victorian buildings in the streetscape*. The following options were recommended:

    (a) Either another level of the podium is deleted; or
    (b) The floor to ceiling height(s) of the podium reduced; or
    (c) Introduction of a setback to the top level of the podium to maintain an appropriate proportion.

152. The reduction of the podium by an additional level would make the upper levels more visually apparent. While reducing the floor-to-ceiling heights within the podium would greatly impact the internal amenity of the apartments which are currently limited to 2.7m floor-to-ceiling heights. Furthermore, the podium is limited to a three-storey base. Therefore, the additional podium height at Level 3, with the minimalist detailing associated with the terrace balustrade, combined with the 3m setback gives the overall podium a visually recessive appearance and allows the three-storey scale of the street wall to dominate the Westgarth Street streetscape. Given the lack of heritage fabric on or adjoining the site fronting Westgarth Street, along with the mixed character of the existing streetscape, and the way in which the development responds to surrounding built form, the surrounding context allows a higher scale to be supported.

153. Furthermore, the recently approved 7-storey residential hotel at No. 419 Fitzroy Street (approximately 100m south-west of the subject site), whilst a corner site; has a similar form with three-storey podium and setbacks of 3m between Levels 3 to 6 from Fitzroy Street and Rose Street.

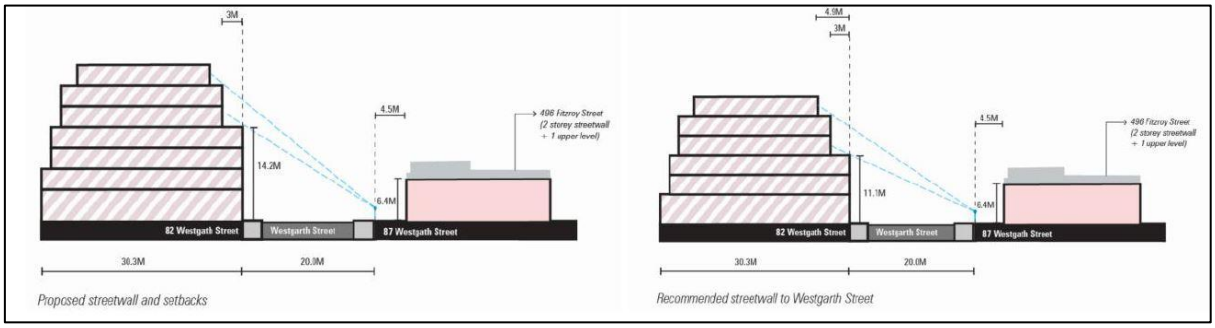
Based on the above, and given the existing and emerging heights within the area as outlined earlier, the building height is supportable subject to further consideration of off-site amenity impacts.

Massing

154. The development will provide a three-storey street-wall along the Westgarth Street interface, with the inclusion of small setbacks within lower level frontages, providing a good degree of articulation to the massing of this facade. The height of the street-wall is commensurate with the emerging built form character in the surrounding area (e.g. 3-storeys) and is considered to provide a human scale to the development, by focussing pedestrian sightlines to the lower levels. This outcome is supported.

155. As discussed earlier in the report, based on the advertised plans, whilst external urban design was supportive of the 3 clearly defined components of the development when viewed from Westgarth Street; i.e. 4-storey robust base, a setback 2-storey mid-level tier and a single-storey cap, the overall height of the podium was found to be a *notable departure from the 1-2 storey heritage fabric and 2-3 storey contemporary street wall that defines parts of Westgarth Street*. Therefore, it was recommended that the podium height be reduced by one-storey. The applicant reduced the overall street-wall by one-storey, with any additional height above the podium being associated with the balustrades of the terrace at Level 3.

156. Having regard to the recommended built form controls to side streets for the Brunswick AC spine (DDO29), Hansen Partnership were satisfied with the 3m setback of the upper levels. This would assist to maintain an adequate distinction between the street wall and the upper levels when viewed in the oblique from the footpath along Westgarth Street (south side) and from across Westgarth Street (north side). However, as shown in the diagram below, it was recommended that with the reduction in podium height, the upper two levels be setback 3m, with the additional level above set further back in order to ensure a visually prominent street wall.



Street-wall and upper level setbacks (Hansen Partnership June 2020)

157. However, the revised (S57A plans) propose a continuous 3m setback of the upper levels between Levels 3 to 5 from the Westgarth Street boundary and above the reduced podium. Hansen Partnership found that *this revised massing results in a 3+3 arrangement that will present and be easily understood as a 6-storey form*. As outlined earlier in the report, the intension behind the original recommendation was to create a 3+2+1 arrangement, whereby the building would present as a 5-storey form with a visually recessive top floor. Based on the S57A plans, it has been recommended that *a minimum 3m setback from the Level 4 façade (which could be utilised as terrace space) be provided at Level 5 along to Westgarth Street frontage*. Similarly, based on the S57A plans, Council's Heritage Advisor has also recommended further setbacks at the upper level.

158. However, an increased setback to the topmost level is not supported by Council planning officers, based on the following:

(a) Whilst not located on a corner, the site abuts a ROW and is not a 'mid-block' location. Combined with this, given the size of the subject site, it allows for a more robust presentation to the street. The subject site has a different context to other recent developments (which are located mid-block along Rose and Kerr Streets) and responds more to a corner development;

(b) The street level activation and the three-storey podium would maintain interest at the lower levels of the development, drawing the eye of pedestrians to these levels and thereby minimising the visual impact of the upper levels;

(c) The proposed materials for the street-wall are predominantly red brick and glazing. Above the street wall, the upper levels will feature precast concrete, glazing and metal balustrades that increase in visual permeability as the development rises. As a result, the upper levels would appear recessive to the street wall and allow for a more visually 'lightweight' finish. This design response is demonstrated in the images below; and

Westgarth & Brunswick Street View (W&W Architects November 2020)

Westgarth & Fitzroy Street View (W&W Architects November 2020)

(d) In addition, the consistent 3m upper level setback approach allows for the development to avoid a 'wedding cake' typology as it presents to Westgarth Street, Fitzroy Street and Brunswick Street, and presents more as a backdrop of built form.

159. The revised massing under the S57A plans have responded to the context of lower built form to the south, with generous setbacks provided to this interface. In particular, the rear south-eastern setbacks range from 2m at Level 2 to a maximum of 10.66m at Level 5 which are appropriately respectful of the abutting Victorian-era building at No. 81 Leicester Street (which is also located in a Mixed Use Zone). External urban design advice supports these setbacks, noting that the revised southern massing arrangement addresses a number of off-site amenity impacts to this neighbouring dwelling.

160. The revised development presents a 3-storey street wall that wraps around the corner into the eastern 3.7m wide ROW. The north-eastern upper levels are setback 2.5m (Levels 3 to 5) with the south-eastern upper levels setback between 0.66m to a maximum of 11.15m (Levels 3 to 5) from the eastern boundary/ROW as a result of the curved design. These varied setbacks are supported as it provides a degree of building separation between the street-wall and the commercial sites fronting Brunswick Street. Furthermore, Hansen Partnership found that the positioning of the light court to this interface *breaks the overall form visually and positive in 'breaking up' the broad elevation given its visual exposure from the east*.

161. The subject site presents a 6-storey party wall punctuated by the central courtyard (light-well) opening to the common boundary with Nos. 70-76 Westgarth Street. Based on the advertised plans, in order to improve the façade articulation along the exposed western boundary, external urban design recommended that *the treatment of this exposed façade in the short term, integrating a combination of textured precast concrete and natural concrete in a simple gridded pattern reflective of the industrial character of this urban block*. This will be required by way of condition. Therefore, a condition will require a façade strategy to be provided in conjunction with other Condition 1 requirements, which would detail the proposed design for the western elevation, including the podium. This provides Council certainty regarding the high architectural quality of the overall proposal prior to construction, and will also ensure the western elevation will maintain a level of articulation as opposed to sheer walls on boundaries. This condition will also require a sample board and coloured drawings outlining colours, materials and finishes for this elevation.

Public Realm and pedestrian spaces

162. *Clause 21.05* (*Built form*) of the Scheme seeks new development to make a positive contribution to the enhancement of the public domain. This principle requires the design of interfaces between buildings and public spaces to enhance the visual and social experience of the user.

163. Active uses are proposed at al ground level, with windows and terraces allowing direct interaction and casual surveillance between the apartments and the public realm. This was confirmed by Hansen Partnership who found the positioning of two townhouses to the primary frontage with individual entrances and terraces positioned to Westgarth Street, *not only provides a strong sense of address to the residential uses within the building but also benefits the public realm by maximising the permeability of the street*. However, the plans do not clarify the transparency of the 1.7m high timber screening proposed along the northern perimeter of the townhouse terraces as part of the S57A plans. As a result, whilst maintaining a level of privacy, the visibility to and from Westgarth Street would be completely closed off. Therefore, a condition will required details/cross-section (and samples) of the screening provided to the terraces of townhouses 1 and 2 demonstrating visually permeable materials and connection to the street.

164. Similarly, with the relocation of the central lobby area (as per the advertised plans), the main pedestrian entrance to the apartments under the S57A plans is less noticeable in the street. Improved entry identification is required and could be achieved by providing lighting and numbering (or clearer material change) which would define the entry into the building. A condition will require the materiality of the proposed communal pedestrian entrance associated with the apartments to be clarified; i.e. to include lighting/property identification to the street.

165. Furthermore, the plans show a bench area within the recessed area associated with the main pedestrian entrance to the apartments. The purpose of this bench area is unclear and may cause an unsafe accessway. Therefore, a condition will require an elevation/details of the 'bench' proposed to the communal pedestrian entrance ensuring a safe space is maintained to the entry (or the bench deleted).

166. The advertised plans and Landscape Plan (dated March 2020, prepared by Land Design Partnership) indicated a narrow strip of landscaping will be incorporated into the street frontages.

167. Council's Urban Design Unit raised a number of concerns with the proposed garden beds within the front of the site. Given that it was unclear if the proposed garden beds are flush with the footpath or raised, the proposed garden bed configuration was not supported for a number of reasons:

    (a) *Width and depth not provided, concern healthy plant growth cannot be achieved;*
    (b) *Single row of plants / species, which may result in unsightly gaps if specimen fails;*
    (c) *Plants will overhang and obstruct the footpath;*
    (d) *No noted irrigation and drainage;*
    (e) *No formal edge along interface to footpath;*
    (f) *Risk for ongoing maintenance and plant replacement that may lead to future infill of paving material.*

168. In order to provide a safe, attractive and functional environment for future residents and pedestrians along the Westgarth Street footpath, the revised proposal under S57A has since removed the landscaping located within the front boundary at ground floor from the plans. Landscaping is not a characteristic of the immediate streetscape, especially the southern side of Westgarth Street, and therefore the removal of the proposed vegetation along the Westgarth Street façade is supported.

169. The advertised landscape plan was referred to Council's Open Space Unit who were generally supportive of the extent of landscaping but provided additional recommendations. This will be discussed later in the report. Nonetheless, a condition will require the advertised landscape plan to be amended to remove vegetation along the Westgarth Street façade at ground floor.

170. Vehicle access has been provided via the eastern ROW (away from Westgarth Street). This ensures that these services do not impact on the pedestrian experience. In addition, the majority of the back-of-house services (water metre, waste, etc.) have been consolidated within the eastern ROW façade. This layout is supported by the external urban design advice, which noted that this would *ensure the frontage remains primarily pedestrian focussed considering Westgarth Street's role as an important shared street and cycling corridor between Nicholson and Brunswick Streets*.

171. Additional comments provided by Hansen Partnership include a recommendation to relocate the bicycle storage area from the basement to the ground floor as this area could then be easily accessible and more visible from the public realms. This *encourages sustainable transport use for building occupants*. However, as discussed later in the report, Council's Strategic Transport Unit found the location of the proposed bicycle storage to be appropriate. Based on the S57A plans, Hansen Partnership stated that whilst *it is unfortunate that the bike store room remains in the basement, we acknowledge that its provision in a more convenient location at Ground Floor is an urban design ideal outcome, rather than a planning requirement. Therefore, we accept its position within the basement*.

Architectural quality

172. Policy at *Clause 15.01-2S* encourages high standards in architecture and urban design, whilst *Clause 22.02* encourages the design of new development to respect (amongst others) the pattern, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape, and to consider the architectural integrity and context of the heritage place.

173. As noted earlier, an increasing degree of modern, higher built form is visible within Westgarth, Fitzroy and Rose Streets, with these contemporary developments providing robust, symmetrical designs, straight lines, glazing and flat roof forms. The proposal responds well to these characteristics, by providing a contemporary, rectilinear form incorporating a mix of traditional (red brick) and modern materials (pre-cast concrete and glazing).

174. In compliance with *Clause 22.02-5.7* of the Scheme, the design language makes a notable reference to the industrial past by incorporating red brick in its podium, whilst the upper levels have a distinct change in materiality to pre-cast concrete; a more contemporary architectural presentation which helps to break down the overall massing of the development. This is considered appropriately respond to the more traditional brick material in the area at ground level and references materials and finishes in the broader heritage precinct. The design has incorporated vertical-rectangular window formats that are reflective (but not in imitation of) the dominant pattern of fenestration in the heritage precinct. As a result, Hansen Partnership considered *the architectural response of the proposed development to be well considered particularly in relation to its existing remnant heritage surrounds, past industrial context, and future built form aspirations*.

175. As shown below, given the site's abuttal to a street and the eastern ROW, the proposal wraps the brick and concrete treatment around the edge of the ROW. This helps to retain the visual link between the various exposed facades of the building, acknowledging views along Westgarth Street from the east.

Brick treatment wrapping around the ROW (W&W Architects December 2019)

176. Interestingly, the above render (which is of the originally advertised plans), does not show the front fences to the terraces. As demonstrated in this render, there needs to be a connection to the street while allowing for some privacy to the terraces. As discussed earlier, a condition will require details of the terrace treatment ensuring there is a visual connection to the street. This could be achieved in a number of different ways including through varying the visual permeability of the material (either spacing, change in material or angling of materials).

177. The inclusion of an alternatively layered brick treatment to the parapet forms within the podium level adds visual interest when viewed from Westgarth and Fitzroy Streets. Hansen Partnership concluded that the *profile and materiality of the building aids in the retention of the fine grain expression of the allotments to the east of Westgarth Street whilst smoothly transitioning from the Activity Centre/Spine to NRZ. Overall, the proposed development will be a positive contribution to the existing fabric of Fitzroy South, providing a new benchmark for developments in a similar transition zone*.

178. Council's Heritage Advisor was generally supportive of the revised architectural style and materials, including the horizontal openings being articulated by mullions and the use of pre-cast concrete 'natural finish' on visible wall surfaces as it was an *acceptable quantity and placements*.

179. Overall it is considered that the proposed development would achieve a good level of architectural quality. The proposal would significantly contribute to and improve the streetscape through active frontages and use of high-quality materials which the existing building within the subject site currently lacks.

Site Coverage

180. The majority of the land will be covered in built form, with the exception of the central courtyard. The degree of built form coverage proposed is similar to that found on many sites within proximity to the land, with intensive development a characteristic of the surrounding neighbourhood. Further, the EAO affecting the site would likely require extensive capping to occur over the land due to potentially contaminated soil. These works would cover 100% of the site and reduce permeability accordingly. The degree of built form is considered acceptable based on the context of the land, which has been one of commercial/warehouse style buildings, and is not considered to result in a visually bulky or imposing building.

Laneway abuttal

181. The eastern ROW is currently used by vehicles to access numerous sites fronting Brunswick Street, as well as Leicester Street. This ROW will be used for vehicle access for the 22 on-site car spaces.

182. Whilst a pedestrian entrance is located within the eastern wall providing a pedestrian link through the building for the proposed apartments on-site, this is a secondary entrance. This entrance is located within 8m of Westgarth Street and can be readily viewed from this area. However, to ensure pedestrian safety a condition will require external lighting to the entrance.

183. All proposed works, including a majority of the doors and windows will be located wholly within the title boundaries of the subject site. However, the secondary pedestrian entrance and the swing doors associated with the water meters will open on to the ROW. A notation confirms that the doors of the service cabinets are to be designed to swing 180-degrees and latched to the wall when opened and serviced. Council's Traffic Engineering Unit is supportive of this as this would ensure the ROW is not obstructed when the proposed service cabinets are open. However, it would be dangerous for on-coming traffic if the secondary pedestrian entrance swings outwards and on to the ROW. Therefore, a condition will require this secondary pedestrian door fronting the eastern ROW to open within the title boundaries of the subject site, with external lighting provided to this entry and be slightly recessed to allow pedestrians to move out of the laneway.

184. Given that the car parking access to the site will be provided from the ROW and the principal pedestrian entrance is provided via Westgarth Street, and subject to the conditions discussed, the proposal is consistent with *Clause 22.10-3.10* (Parking, traffic and access) which encourages *access to car parking areas and loading area not adversely affect pedestrian amenity* and *Clause 22.07-3* which states *pedestrian entries be separate from vehicle entries.*

185. A number of east-facing windows and terraces face the ROW, thereby providing a level of passive surveillance through activity at this frontage. Hansen Partnership is also supportive of the terraces wrapping around edges and window openings in this elevation as it would *aid in the passive surveillance of the laneway*. Potential overlooking to the habitable room windows and SPOS associated with the dwelling to the south-east will be discussed later within this report. Overlooking to the east, across the ROW is limited to commercial sites fronting Brunswick Street.

186. A designated internal bin storage room for waste is provided at ground level, ensuring that no refuse will be stored in the ROW.

187. Subject to condition, the ROW will continue to meet emergency services access requirements and will not obstruct existing access to other properties in the laneway. The objectives of *Clause 22.07* will be met.

Light and Shade

188. Under the revised proposal (S57A plans), as a result of the overall reduced scope, there will be no overshadowing to the public realm; i.e. Fitzroy Street during the morning hours. As a result of the site's location on the south side of Westgarth Street there will be no overshadowing caused to Westgarth Street.

189. While there would be additional overshadowing to the eastern ROW in the afternoon between 1.00pm to 3.00pm, this is not a main pedestrian thoroughfare. The subject site is in a location where a degree of overshadowing is inevitable due to the mixed built form character which has been established in this area. Irrespective of this, it is considered that the shadowing from the development would not affect the usability of the laneway.

Clause 58

Standard D1 – Urban context

190. The purpose of this Standard is to ensure that the design responds to the existing urban context and contributes to a preferred future development of the area, while also responding to the features of the site and the surrounding built form. This aspect has been discussed in detail earlier within this assessment and this Standard is considered to be met.

Standard D2 – Residential Policies

191. As outlined within the Strategic Policy section of this report, the proposed development has strong policy support under the MUZ and local policies of the Scheme. The site can clearly support a reasonable degree of higher density residential development, based on its proximity to public transport, community infrastructure and services. The Standard is met.

Standard D3 –Dwelling diversity

192. The provision of a diverse housing stock assists in achieving broader strategic goals by promoting housing choice, adaptability and encouraging a diverse range of people within a neighbourhood, including families. The proposed mix of dwelling sizes allows for a reasonable variety of dwellings to be provided and ensures that the Standard is met.

Standard D4 - Infrastructure

193. The proposal is located within an existing commercial and residential area with established utility services and infrastructure. There is no evidence to suggest that the proposed development would impact on the operation of these existing services and therefore the purpose of the Standard is considered to be met.

Standard D5 – Integration with the street

194. The proposed development would provide a significant improvement in terms of the subject site's interface with Westgarth Street subject to conditions as discussed previously in this report.

Standard D6 – Energy efficiency

195. The orientation of the subject site, with two abutting street frontages (Westgarth Street and the eastern ROW) somewhat dictates that proposed dwellings would be orientated to face north or east. The majority of the apartments have access to north-facing balconies, thereby increasing direct sunlight opportunities within these spaces. All dwellings have good access to natural ventilation with north, east, and south-facing windows.

196. The originally advertised SMP (dated December 2019 and prepared by LID Consulting) was referred to Council's ESD Officer for comment. This SMP was found to be generally acceptable, with the development incorporating a number of positive ESD outcomes into its design, as follows;

    (a) A BESS score of 69%;
    (b) Average 6.9 Star (minimum) NatHERS ratings for dwellings;
    (c) An 8,000 Litre underground rainwater tank for toilet flushing with a STORM score of 100%;
    (d) Solar preheated electric heat pump hot water system with highly insulated ring main;
    (e) A 12 kWp solar PV array to contribute to onsite electricity consumption;
    (f) Energy efficient heating/cooling and lighting;
    (g) Water efficient fixtures and taps;
    (h) Balcony overhangs and wing-walls and some vertical elements providing reasonable summer solar gain protection. The sample NatHERS ratings comply with the maximum BADS Standard D6 for cooling loads (30MJ/m2);
    (i) Embedded network with renewable energy purchasing through PPA or Green Power; and
    (j) Electric vehicle charging power supply to at least 5% of car parking spaces.

197. Council's ESD Officer provided the following recommendations in order to improve the proposed conditions:

    (a) Clarify the bike parking numbers on-site and highlight the location of the 6 visitor parking spaces on the ground floor that cannot be identified;
    (b) Comprehensive commissioning and tuning of all major appliances and building services;
    (c) Consider FSC certified sustainable timber for all timber uses onsite; and
    (d) An Environmental Management Plan will monitor and control activities undertaken during construction.

198. Based on the amended (S57A) SMP (dated October 2020, and prepared by LID Consulting), Council's ESD Officer found that the revised design and report provide an ESD standard generally higher than Council's 'best practice' standards; particularly the net-zero carbon standard that forms part of the proposal. However, there appears to be a discrepancy between the number of resident/visitor bicycle spaces on the SMP compared to the development plans; i.e. the SMP states 26 resident bicycle spaces and 4 visitor bicycle spaces, whilst the plans show 28 resident bicycle spaces and 2 visitor spaces. This discrepancy can be corrected by way of condition.

199. With regards to internal daylight, the advertised Daylight Modelling Report (dated April 2020 and prepared by LID Consulting) was also referred to Council's ESD Officer and the following recommendations were made:

    (a) Ensure reflectivity of internal courtyard materials/finish matches the 80% reflectivity assumed in the daylight modelling, with all external finishes on internal courtyard/atrium to have a minimum light reflectivity of 80% (0.8);
    (b) A transom window, vent or similar to be introduced into the back wall of Apartment 101, or above the front door to improve access to natural ventilation to this dwelling.

200. Based on the amended (S57A) Daylight Modelling Report (dated October 2020, and prepared by LID Consulting), Council's ESD Officer found that whilst the overall daylight standard for bedrooms would meet the current BESS daylight minimum standard (i.e. 80% of bedrooms would meet the daylight factor standard of 0.5% to 90% of the floor area), the remaining 20% would fall extremely short of the standard. Based on the revised Daylight Modelling Report some of these bedrooms would have 0% of their floor area meeting the 0.5% daylight factor standard. These are the second bedrooms in every instance associated with Apartments 101, 103, 104, 204, 205, 303, 304 and 403.

201. The following design changes were recommended by Council's ESD Officer in order to improve daylight access into the secondary bedrooms of the abovementioned apartments can be addressed by way of condition:

    (a) Increase in the size of glazing (vertical or horizontal); or
    (b) Improving / maximising the VLT of glazing; or
    (c) Improving / maximising the reflectivity of surrounding surfaces, such as white bricks on lower levels of internal courtyard/light-well.

202. Overall, it is considered that subject to the conditions discussed above, the proposed development would exceed best practice in environmentally sustainable development in accordance with the overarching objectives under *Clause 22.17* (*Environmentally sustainable development*) of the Scheme.

Standard D7 – Communal open space

203. This Standard only applies to developments which propose forty (40) or more dwellings and therefore does not apply to this proposal.

Standard D8 – Solar access to communal open space

204. Aside from the central courtyards, no communal open space is proposed as part of this development.

Standard D9 – Safety

205. The Standard encourages that dwelling entries should not be obscured or isolated from the street or internal accessway. The main pedestrian entrance to the two townhouses at ground floor would be provided via two individual entrances from Westgarth Street, behind the north-facing terraces. External Urban Design advise found that *the positioning of two townhouses to the primary frontage with individual entrances and POS positioned to Westgarth Street not only provides a strong sense of address to the residential uses within the building.* A secondary pedestrian accessway to the lobby would also be provided off the eastern ROW. It was found that this would *further ensures surveillance and activation of the laneway where it currently presents as an inactive interface.*

206. As discussed earlier in the report, as part of the S57A plans, the applicant relocated the centrally accessible, communal pedestrian entrance of the apartments to the north-west of the site, with a DDA compliant accessible ramp fronting Westergarth Street. However, given the setback of the communal entrance from Westgarth Street, with no indication of the type of material used for the apartment entrance, combined with a bench area, the visibility of this doorway is compromised. Therefore, as discussed earlier in the report, to further highlight the location of the pedestrian access point of the apartments along the Westgarth façade to passing pedestrians, the following will be required by way of condition:

    (a) The materiality of the proposed communal pedestrian entrance associated with the apartments to be clarified – to include lighting/property identification to the street;

(b) Elevation/details of the 'bench' proposed to the communal pedestrian entrance ensuring a safe space is maintained to the entry (or the bench deleted); and
(c) Details/cross-section (and samples) of the screening provided to the terraces of townhouses 1 and 2 demonstrating visually permeable materials and connection to the street.

207. The Standard recommends that *developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways*. There is no indication of any source of lights on the northern façade, nor the eastern façade (secondary entrance), where residential walkways are provided. Therefore, in order provide safety and security for both residents and visitors, and improve the integration between the development and the street, a condition will require wall-mounted sensor lighting to be provided to all pedestrian entrances, including the individual apartments as well. Standard conditions will be imposed to ensure the lights are appropriately baffled and shielded to prevent light spill.

208. Overall, subject to condition, the development achieves a satisfactory outcome against the objective of this Standard.

Standard D10 – Landscaping

209. Given the MUZ, proximity to a C1Z, and the warehouse/factory uses, landscaping and vegetation does not form a large part of the characteristic of the immediately abutting sites. However, given the residential zone further west, the development aims to provide some landscaping at ground floor and Level 1. The advertised Landscape Plan (dated March 2020, prepared by Land Design Partnership) proposes a strip of landscaping to the front of the site (which has since been removed on the S57A plans), including the rear and central courtyard. This landscape plan was referred to Council's Open Space Unit who were generally supportive of the landscape plan but provided the following recommendations:

(a) *Acer palmatum* within the internal courtyard would grow in partial shade and as such would be successful in its proposed location;
(b) Given the proposed *Lagerstroemia* 'Natchez' requires full sun, it would not be suitable within the shaded, internal courtyard;
(c) The 'Understorey Plants' are suitable for shaded garden beds, and the plant species acceptable.
(d) The provision of a plant schedule and planting plan with the following information included:
    (i) Botanical name, common name, mature height and spread, installation size and plant spacing's;
    (ii) Plant locations and quantities; and
    (iii) A legend containing key features, materials and surfaces
(e) Landscape plan amended the following:
    (i) Soil media and the dimensions for the planters;
    (ii) Information on irrigation and drainage systems;
    (iii) maintenance schedule, tasks and duration;
    (iv) Load bearing weights for the building to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass proposed.

210. Furthermore, a condition will require the landscape plan to be amended to show all revisions on the S57A plans; i.e. changes to the overall building.

211. Currently there is a street tree located in front of the subject site. Council's Arborists have advised that *the small Maple tree on the Westgarth Street frontage will require temporary fencing to be installed forming a Tree Protection Zone prior to the build commencing and remain in place and untouched throughout the duration of the development*. In order to ensure fencing is installed to protect this tree, a condition will require a Tree Management Plan to be submitted to Council prior to construction.

Standard D11 – Access

212. This objective and Standard seeks to ensure that the number of vehicle crossovers respects the character of the street, whilst maximising the retention of on-street car parking. The proposed development does not seek to introduce any new crossovers to Westgarth Street. Therefore, the proposal will continue to maintain the current kerb-side parking.

213. Whilst not shown on the plans, there is an existing vehicle crossover in front of the site which will be made redundant as a result of the proposed development. Therefore, a condition will require the existing redundant crossover on Westgarth Street to be removed and reinstated with footpath. This will also create an additional on-street car space on Westgarth Street.

214. The eastern ROW will service vehicle access to the apartments, with this ROW already used for this purpose. Council Engineers have provided standard conditions and notes to accommodate this development, such as the protection or relocation of infrastructure as necessary.

215. Further to the above, a standard condition will require a Construction Management Plan (CMP) to be prepared prior to the commencement of the development. This will ensure that any emissions and road disruptions during construction will be appropriately managed

Standard D12 – Parking location

216. The on-site car parking for 22 apartments will be provided in stacker form. The location of the residential parking will provide secure access to the residential lobby. Council's Traffic Engineering Unit have assessed the S57A plans and have confirmed that the swept path diagrams satisfactorily demonstrate vehicle turning movements into and out of the garage using the B85 design vehicle. This, together with the direct access between the garage and dwellings achieves the objective to provide "convenient" parking for residents. Council's Engineering Unit were also supportive of the following aspects of the revised proposal:

    (a) The convex mirrors on the north and south side of the car park doorway entrance, located internally to the title boundaries of the subject site;
    (b) The rear-most car parking spaces are proposed to be allocated for B50 design 'small cars'. Since there are 22 car spaces proposed for the development, the allowance for four small car spaces on-site were found to be acceptable. However, a condition will require the location of these small cars to be identified on the development plans;
    (c) Whilst the AS/NZS 2890.1:2004 permits a maximum grade of 1 in 8 from the boundary line, the submitted ground clearance analysis (prepared by O'Brien Traffic), shows that a B85 design vehicle would not scrape or bottom-out when traversing over the 1 in 6 grade ramp from the laneway into the property. Therefore, the proposed 1:6 grade ramp is supported.

217. This Standard requires that *shared accessways or car parks of other dwellings should be located at least 1.5m from the windows of habitable* rooms. Above the proposed eastern roller-door are east-facing living room windows which have alternate south-facing windows. Similarly, the east-facing bedrooms have alternate north-facing windows. Therefore, these east-facing windows can be closed, providing an adequate buffer from the car park on-site.

218. An objective of the Standard is to protect residents from vehicular noise within developments. Any noise impacts will be discussed later in the report. Nonetheless, given vehicles travel at low speeds through this area, unreasonable noise impacts are not expected.

Standard D13 – Integrated water and stormwater management

219. Decision guidelines of this Standard encourage the use of alternative water sources such as rainwater, stormwater and recycled water, and encourage proposals to facilitate stormwater collection, utilisation and infiltration within the development. Further, buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.

220. The application proposes the installation of an 8,000Ltr rainwater tank which would be connected for sanitary purposes of the apartments, thereby achieving a STORM rating of 100%. This meets Council's WSUD policy, as well as the Standard and *Clause 22.16* (*Stormwater management*) of the Scheme.

Standard D14 – Building setbacks

221. This Standard seeks to ensure that building setbacks respond to the surrounding context of the site, and allow adequate internal and off-site amenity to be achieved. As discussed earlier in the report, the proposed development respects the existing and emerging built form along Westgarth Street and thereby, the proposal integrates with the surrounding neighbourhood character.

222. Adequate outlooks for each dwelling are provided, with apartments receiving adequate daylight from north, south and east-facing windows, including the central court-yard. The individual internal layouts of each dwelling, as will be discussed in detail later within this assessment, are considered appropriate.
223. The setbacks provided at each level, along with the privacy screening, prevent unreasonable overlooking to adjacent residential land. This aspect of the proposal will also be discussed in more detail within the 'off-site amenity' section of this report.

Standard D15 – Internal views

224. The arrangement of the north and south-facing terraces above each other ensure there are no internal views available between dwellings. However, the plans do not confirm the height, type or material used for balustrading between terraces in order to limit internal views between dwellings. Similarly, there appears to be internal views between the bedrooms of apartments fronting the central courtyard. Therefore, a condition will require all terraces and bedroom windows screened to comply with the objective of Standard D15 (Internal views objective) at Clause 58 of the Yarra Planning Scheme.

Standard D16 – Noise impacts

225. This Standard aims to contain noise sources in developments that may affect existing dwellings, whilst protecting residents from any external and internal noise sources. In this instance, the proposed development is not located in proximity to any noise generating areas as listed under Table D3 of this Standard. However, the Brunswick Street Activity Centre is located under 300m of the subject site. *Clause 22.05-4.1* of the Scheme recommends that residential development located in a MUZ be designed to *incorporate appropriate measures to protect the residents from unreasonable noise and other likely disturbances.* Therefore, the applicant provided an acoustic report, dated March 2020 and prepared by Octave Acoustics which assessed noise from any ancillary services, including the lift and car-stackers, internal noise levels from surrounding live music venues, noise from tram and traffic along Brunswick Street and *Clause 22.05* (Interface uses policy).

226. SLR Consulting peer reviewed the abovementioned acoustic report. It was found that the nearest noise sensitive uses are No. 81 Leicester Street (double-storey dwelling to the south) and the residential dwellings to the north, across Westgarth Street.

227. It was found that the car-stackers should comply with the relevant environmental legislation and guidelines, including SEPP N-1 limits and Lmax targets for sleep disturbance. The nearest existing dwelling is approximately 20m away, and therefore does not have a line of sight to the carpark entrance. Therefore, it was found that the car-stacker will not impact the abutting residential building to the south. However, as there are apartments directly above and adjacent to the carpark entrance, the car-stackers are required to comply at these locations. It was recommend that *a numerical specification be provided for airborne noise from the car-stackers, such that compliance with the relevant Leq and Lmax targets is achieved at apartments within the development*.

228. It was also found that noise from the car park and car park entrance gate were adequately addressed as a numerical specification was included. No concerns were raised with this element. Similarly, the noise from lifts is proposed to comply with the relevant legislation and as such SLR found that the acoustic report appropriately addressed this matter. The noise from the mechanical roof plant was found to have *no obvious high risk issues which would require consideration in more detail during the planning stage*.

229. The potential for noise impacts to the subject site were identified as being as the following sites:

    (a) Polly Bar at No. 401 Brunswick Street (music noise);
    (b) Glamorama Bar at No. 393 Brunswick Street (music noise);
    (c) Largo Butchers at No. 411 Brunswick Street (commercial / industrial noise); and
    (d) Quick Snap industrial laundry at No. 71 Leicester St (commercial / industrial noise).

230. Whilst generally supportive of the original acoustic report, SLR Consulting provided the following comments:

    (a) *Our main concern is noise from the refrigeration plant at Largo Butchers, due to it operating 24 hours a day, and due to the large exceedance at night. Before internal targets are accepted, we request:*
        (i) *Exploration of options for controlling the noise at the source;*
        (ii) *Confirmation that further SEPP N-1 adjustments are not applicable (e.g. tonality, impulsiveness etc.);*
        (iii) *If SEPP N-1 internal targets are accepted for either or both of these sources, the future occupants (owners or renters) need to be made aware of this to minimise the likelihood of complaint about industry noise. This information may be provided in a Section 173 agreement and in lease agreements; and*
        (iv) *If SEPP N-1 internal targets are accepted for apartments exposed to noise from Largo Butchers mechanical plant, advice should be provided in the report for ensuring adequate fresh air indoors to bedrooms given that the equipment operates 24 hours.*

231. As a result, the applicant provided a revised acoustic report, dated September 2020 and prepared by Octave Acoustics. SLR Consulting peer reviewed this revised report and found that whilst most of the issues originally raised were addressed, the following matters remain outstanding:

    (a) *Noise Masking: the report provides recommendations for a noise masking to be installed in bedrooms exposed to music noise. The report should be updated to include the following statements:*
        (i) *The octave band Leq of the noise masking is not to exceed the octave bands L90 levels by more than 5 dB;*

(ii) *A post construction acoustic report is to be prepared demonstrating that the masking levels meet the requirements of the acoustic planning report, or included as a further condition in the planning permit;*

(iii) *The acoustic report should include a statement requiring future owners and tenants to be notified of the fact that the project proceeds on the assumption that music noise is assessable to indoor locations only, and that compliance with SEPP N-2 in bedrooms is to be met with the noise masking system operating. Alternative, this information may be provided in a Section 173 agreement and in lease agreements.*

(b) *Glamorama Bar operations on Saturday 21 March 2020:*

(i) *The assessment of music from the Glamorama Bar is based on attended measurements conducted just prior to the COVID-19 shutdown of all bars and restaurants in Victoria, and there is potential for reduced noise emissions due to potentially reduced activity in venues. SLR have requested confirmation be provided that the bar was operating as usual on this night. This information should be able to be provided by the venue.*

(c) *Largo Butchers mechanical plant noise:*

(i) *Comment on the noise character of emissions from Largo Butchers mechanical plant should be provided, so that it can be determined whether any SEPP N-1 corrections for tonality, impulsiveness, duration or intermittency are appropriate.*

(ii) *The report should include a statement requiring future owners and tenants to be notified of the fact that mechanical plant noise from Largo Butchers may be assessable to indoor locations only (pending the outcome of negotiations between the developer and the business).*

(d) *Other Matters:*

(i) *The report states that options for controlling noise from Largo Butchers mechanical plant will be investigated and that internal SEPP N-1 noise limits will only be adopted if an agreement cannot be reached with respect to reducing noise. We recommend that Council have some ongoing involvement in this matter, to help ensure that noise control options are exhausted before indoor targets are adopted.*

232. The above recommendations, aside from the S173 agreement, will be addressed by way of condition. Given that the noise masking requirements will be included as a condition (and a post construction report will be required demonstrating compliance), Council planning officers are not recommending a separate condition for a S173 agreement. Should the measurements not be met on site, the applicant would need to make further changes to the development which could then be considered at that time.

Standard D17 – Accessibility objective

233. This Standard requires the following:

(a) *At least 50 per cent of dwellings should have:*

(i) *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.*

(ii) *A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.*

(iii) *A main bedroom with access to an adaptable bathroom.*

(iv) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.*

234. All of the proposed apartments on-site show the above requirements, thereby meeting the requirements on the Standard.

Standard D18 – Building entry and circulation

235. The proposed residential lobby would be readily identifiable within Westgarth Street, subject to confirming the materiality of the pedestrian door and other conditions as discussed earlier in the report. The setback to the communal apartment entrance provides a degree of shelter to this passage.

236. The main lobby and those at each upper level would be sufficiently dimensioned to service residents coming and going to a development of this scale, with no services obstructing these passageway, and therefore are generally in line with the objectives under this Standard.

Standard D19 – Private open space

237. The Standard notes that 1 x bedroom, 2 x bedroom and 3 x bedroom dwelling should be provided with SPOS of 8sqm and a minimum width of 1.8m, 8sqm and a minimum width of 2m, 12sqm and a minimum width of 2.4m, respectively. Sizes of terraces throughout the building range from 8.1sqm to 39.1sqm, with the minimum widths exceeding the above requirements based on the number of bedrooms. In its current form, all dwellings meet these requirements.

238. Sliding doors are provided to all areas of open space, ensuring that they are not compromised by an outward opening door. In addition, as required by the Standard, there are no planter boxes or A/C units within these terrace spaces that encroach into these dimensions. Therefore, the proposal meets the requirements of this Standard.

Standard D20 – Storage

239. The Standard notes that 1 x bedroom, 2 x bedroom and 3 x bedroom dwelling should be provided with a total minimum storage volume and a minimum storage volume within the dwelling of $10m^3$ and $6m^3$, $14m^3$ and $9m^3$, $18m^3$ and $12m^3$, respectively.

240. As outlined in the plans between A100, A109 to A114, each of the proposed apartments would exceed the storage requirement of this Standard, with the majority of this storage located within the apartments. Apartments 101, 102, 103, 104, 203, 204, 205, 303, 304 and 305 will also include $6m^3$ of external storage located within the basement.

Standard D21 – Common property

241. The common property areas within the development are clearly delineated and would not create areas which were difficult to maintain into the future. The residential lobby, lift/stairs access areas and central courtyard are well conceived, with the refuse and bicycle storage rooms easy to access and generally cohesive with the overall building design. The Standard is met.

Standard D22 – Site services

242. Aside from the fire booster, all other site services and meters would be readily accessible from the main lobby or the eastern ROW. This will avoid any services within the Westgarth Street façade. This outcome is considered to provide a good design response to the objective of this Standard.

Standard D23 – Waste and recycling

243. A shared refuse room is provided at ground level, with this space easily accessible from the apartments. The advertised Waste Management Plan (WMP) dated December 2019 and prepared by LID Consulting Service states that waste collection is proposed via Westgarth Street and is to be undertaken by a private collection service.

244. The advertised WMP was referred to Council's City Works Branch, who identified a number of deficiencies with this document and the associated waste management procedures. These are outlined below;

    (a) *Detail the total space of the waste storage area in M^2;*
    (b) *Detail the total footprint of suggested bins in M^2;*
    (c) *Council does not offer a hard waste drop off service please check website for items accepted at the recycling centre;*
    (d) *Waste generation rates should align with Yarra's MUD Guidelines;*
    (e) *The WMP has conflicting information regarding Council and private collection procedures;*
    (f) *Reference to collections from Stawell street must be amended;*
    (g) *Council bins must be placed on the kerb for collection. The footpath must allow 1.5m for access and egress for pedestrians;*
    (h) *Council collection service does not offer option to increase frequency;*
    (i) *Council does not alter signage with regards to waste services at developments; and*
    (j) *Provide details on path of access from the bin store to the bin collection point.*

245. As a result, the applicant submitted S57A plans which enlarged the size of the waste storage area and revised the WMP. The amended WMP, dated November 2020 and prepared by LID Consulting was referred to Council's City Works Unit who found the revised WMP and plans to be satisfactory.

Standard D24 – Functional layout

Living areas

246. Table D8 within this Standard states that living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified below;

    (a) 1 bedroom dwelling - minimum width of 3.3m, with a minimum area of 10sqm; and
    (b) 2 or more bedroom dwelling – minimum width 3.6m, with a minimum area 12sqm.

247. All of the apartments meet the requirements of this Standard.

Bedrooms

248. This Standard notes that main bedrooms and all other bedrooms should have a minimum width and a minimum depth of 3m and 3.4qm, 3m and 3sqm, respectively.

249. The current proposed development is fully compliant with the bedroom dimensions required under this Standard.

Standard D25 – Room depth

250. All of the apartments would be single aspect. The Standard notes that the depth of a single aspect, open-plan, habitable room may be increased to 9m, if the following requirements are met:

    (a) *The room combines the living area, dining area and kitchen;*
    (b) *The kitchen is located furthest from the window; and*
    (c) *The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level.*

251. These requirements are met in all dwellings. However, the decision guidelines associated with this Standard also highlight that any overhang above habitable room windows that limits daylight should be taken into consideration. In this instance, all of the north-facing habitable room windows between ground level to Level 3 and the south-facing habitable room windows at Level 2 would be affected by the overhang of terraces of levels above. Nonetheless, aside from the secondary bedrooms of Apartments 101, 103, 104, 204, 205, 303, 304 and 403 and subject to condition, Council's ESD Officer has confirmed that the apartments will not be inappropriately impacted.

Standard D26 – Windows

252. The majority of the habitable rooms within the proposed development contain a window within an external wall to the building, aside from the secondary bedrooms of Apartments 101, 103, 104, 204, 205, 303, 304 and 403 which relies on 'borrowed light' from the central court-yards. As discussed earlier in the report, Council's ESD Officer has provided recommendations to improve the daylight access into these windows which would be addressed by way of condition.

Standard D27 – Natural ventilation

253. A good degree of natural ventilation is provided for all dwellings, with cross-ventilation opportunities provided within the living rooms, and breeze paths also providing good cross-ventilation between habitable rooms. The Standard is met.

Off-site amenity

254. *Clause 15.01-2S* of the Scheme aims to provide building design that minimises the detrimental impact of development on neighbouring properties, the public realm and the natural environment, with potential impacts relating to overshadowing of SPOS, loss of daylight to windows, visual bulk and overlooking of sensitive areas. The relevant policy framework for amenity considerations is contained within *Clause 22.05* (*Interface uses policy*) of the Scheme.

255. As shown earlier in the report, the site abuts land within the C1Z to the east (across the laneway), with the closest residentially zoned land (NRZ1) located approximately 46m to the west. The abutting site to the west and south-west are used for commercial purposes and built to all title boundaries. The nearest and most sensitive uses are the dwellings across Westgarth Street to the north and the abutting dwelling to the south-east at No. 81 Leicester Street.

256. Decision guidelines at *Clause 22.05-6* specify that Council should consider (as appropriate); *The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*

Setbacks and visual bulk

257. As outlined earlier in the report, the proposed development would be visible from various points along Westgarth Street, Leicester Street, Fitzroy Street, and in oblique angles along Brunswick Street. However it is considered that the revised height of a three-storey podium, with recessed upper levels would not result in an overwhelming or visually dominant building. The introduction of setbacks at the upper levels of the building, combined with the extent of glazing and terraces, this design response is considered to be an acceptable response to the current context of the site. As discussed earlier in report, the three-storey podium would not result in a stark height transition to the double-storey commercial buildings to the east and west. The upper level setbacks at 3m would provide a degree of articulation when viewed from Brunswick Street and Fitzroy Street.

258. Abutting the subject site to the west and south-west are double-storey and single-storey commercial uses (factory/warehouse/offices). Given that this is not a sensitive interface and it is likely that this area will be developed into built form in the future (given the MUZ), the proposed six-storey wall along this shared boundary is acceptable.

259. The SPOS and north-facing habitable room windows (HRW) associated with the dwelling at No. 81 Leicester Street abuts the subject site to the south-east. However, these HRWs at ground and first floors are located over 7m from the subject site.

260. Currently a 3.1m high boundary wall is shared between the subject site and No. 81 Leicester Street. The development proposes a 4.92m high wall along the shared boundary with a variety of treatments, including setbacks and articulation at the upper levels, especially to the south-eastern corner, to assist in limiting visual impacts to this abutting site to the south-east.

261. As shown below, whilst direct views to the proposal will be available from this dwelling to the south; the separation provided by their SPOS and the curved upper level setbacks from the shared boundary will reduce the visual prominence of the new built form. The proposed 4.1m setback at Level 3 increasing up to 8.56m at Level 5 would provide a generous break between the sites, and ensure that this space will remain open in the future, even if the rear section of the site to the south is developed.

Proposed Southern Façade (W&W Architects November 2020)

262. As a result of the above, the proposed boundary wall with the upper-level setbacks would not be visually intrusive when viewed from the SPOS of No. 81 Leicester Street. Furthermore, the use of a number of different materials (brick, concrete and metal balustrades) would provide an appropriate level of articulation of the development when viewed from this neighbouring SPOS.

Daylight and solar access to habitable room windows

263. As noted previously, the HRWs of No. 81 Leicester Street are located at a distance of at least 7m from new built form. Therefore, there will be no unreasonable daylight and solar access impacts to these north-facing HRW of No. 81 Leicester Street.

Overshadowing

264. Although not strictly applicable in this instance, Standard B21 of Clause 55 notes;

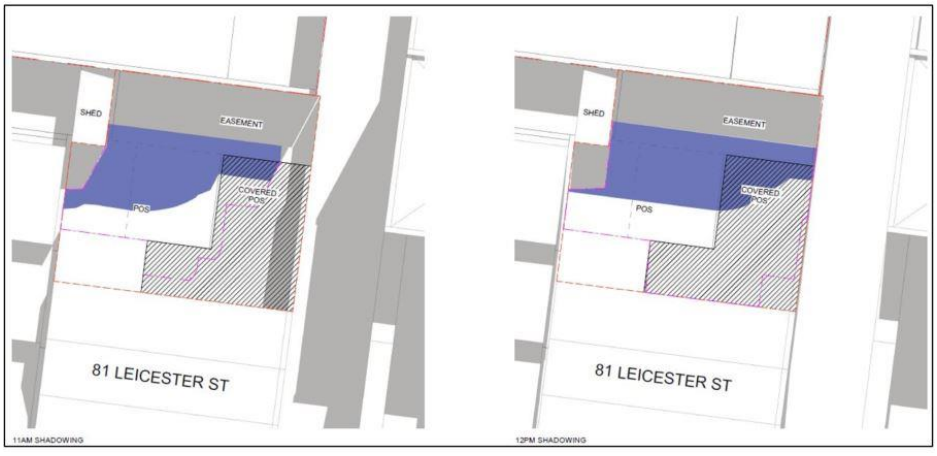
(a) *Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September;* and

(b) *If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.*

265. The majority of the morning shadows will fall on existing built form associated with the commercial tenancies at Nos. 70 – 76 Westgarth Street, Nos. 67 – 69 and No. 71 Leicester Street. Decision guidelines at *Clause 32.04-14* of the Scheme considers *the impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a* MUZ. Whilst some of the morning shadows will reach the solar panels at No. 70 – 76 Westgarth Street, this is not associated with a sensitive residential use, and therefore is considered acceptable. The most sensitive interface and the immediately impacted SPOS is associated with No. 81 Leicester Street to the south-east. The shadow diagrams; A040, A041, A042 and especially A043, A044, A045 and A046 indicate the level of additional shadowing to this abutting SPOS to the south.

266. The submitted shadow diagrams show that the total SPOS area of No. 81 Leicester Street is approximately 95sqm, with approximately 31sqm already covered by existing verandah/pergola structures. Whilst this SPOS is mostly impacted due to its southern position from the subject site and abutting warehouses, the shadow diagrams illustrate that as a result of the proposed architectural form of the building whereby curved setbacks have been introduced from the southern boundary, the proposal has limited it's shadow impacts as follows:

9am to 10am shadows (W&W Architects November 2020)



11am to 12noon shadows (W&W Architects November 2020)

(a) As shown above, the area of additional shadows caused by the development on the SPOS of this neighbouring dwelling to the south range between 7sqm to 26sqm between 9am to 12noon (depicted in purple). Nonetheless, this SPOS will continue to maintain between 22sqm to 45sqm of unshadowed SPOS, with a minimum dimension of 3m between these hours (depicted in white);

1pm to 2pm shadows (W&W Architects November 2020)

(b) As shown above, this neighbouring SPOS will be mostly impacted during the afternoon hours between 1pm, 2pm and 3pm. The additional overshadowing on the SPOS covers an area of 38sqm and 48sqm between 1pm to 2pm, with this reducing to an area of only 23sqm at 3pm. Therefore, this SPOS will continue to have unshadowed areas of SPOS between limited 28sqm, 10sqm and 22sqm, at 1pm, 2pm and 3pm, respectively. Therefore, based on the 1 hour limited timeframe where this SPOS will be mostly impacted (between 1pm and 2pm), it is considered that this neighbouring SPOS can continue to be utilised for outdoor recreation and service needs;

(c) The additional shadows do not reach the first floor, north-facing balcony area between 9am to 3pm; and

(d) Furthermore, in the context of the subject site in a MUZ where increased densities are encouraged under the purpose of the zone, the above outcome is not considered to be unreasonable.

267. The additional shadows between 1pm to 3pm which fall on the eastern ROW and the rear of buildings fronting Brunswick Street are considered acceptable as the ROW is not a main pedestrian thoroughfare and the sites to the east are used for commercial purposes.

268. Based on the above, it is considered that the proposed development will not adversely affect the use of this SPOS areas for outdoor recreation and service needs, generally in accordance with *Clause 22.05* of the Scheme.

Overlooking

269. The proposed development has been designed to limit unreasonable overlooking to abutting sensitive interfaces, with the dwelling at No. 81 Leicester Street to the south, being the closest residential buildings.

270. Whilst not strictly applicable to development within the MUZ, Standard B22 of *Clause 55.04-6* of the Scheme is a useful tool to establish unreasonable overlooking within the 9m radius and 45 degree arc of habitable room windows and terraces. The floor plans and overlooking sections (A300) clearly demonstrate the 9m overlooking radius as specified in *Clause 55* of the Scheme; with these diagrams confirming that there will be no direct line of sight provided from HRW or southern terraces of the proposed development.

271. The proposal incorporates 1.7m high 'translucent fluted glazing' to the southern and eastern perimeters of the terraces between Levels 1 and 2. As the transparency of this proposed material has not been identified on plan; i.e. 25% maximum transparency, there is potential for overlooking into the SPOS of No. 81 Leicester Street. Therefore, in order to limit unreasonable overlooking, a condition will require these south-facing terraces between Levels 1 and 2 to be provided with a maximum of 25% transparency.

272. Views from the north-facing windows and terraces at all levels will fall within the public realm; i.e. Westgarth Street, existing built form or front setbacks of dwellings to the north, east and west, and therefore screening is not required to these windows and balconies.

273. Similarly, views from the east-facing windows and terraces between Levels 1 to 5 (aside from the section of eastern terraces discussed earlier) will fall on commercial uses to the east.

274. Views from sections of any west-facing terraces and the central courtyard (non-habitable area) will fall within public realm (Westgarth Street or Fitzroy Street) and on existing built form of abutting warehouse/factory/office buildings to the west.

Noise

275. It is considered that the residential facet to the proposal is unlikely to result in unacceptable noise emissions to nearby properties given the nature of residential use generally not creating significant noise levels. Noise impacts from the proposed car-stacker, garage door, mechanical plant equipment on surrounding residential uses, as well as noise impacts from commercial uses to the proposed development on-site were already discussed earlier in the report.

Wind

276. A Wind Assessment was not undertaken as part of the proposal. This is acceptable, as the proposed height of the development is similar to that of other six-storey buildings found within the immediate area and the neighbouring buildings are between single to three-storeys in height. Wind impacts are of more concern when a proposed development is significantly higher than surrounding built form.

277. Nonetheless, the setbacks above the triple-storey podium will provide a degree of articulation which would combat wind impacts by removing sheer walls to all facades. Landscaping and balustrades surrounding the terrace will also alleviate unreasonable wind impacts within these space.

Equitable development

278. To ensure the 'fair, orderly, economic and sustainable development of land' in accordance with the objective of the Act, matters of equitable development must be considered. The Scheme aims to facilitate equitable development opportunities for neighbouring properties within the context of the site's location and that of adjoining properties. In this instance, the site has direct abuttal with three properties; the first being the double-storey, commercial building to the west (Nos. 70 – 76 Westgarth Street), the second being the single-storey commercial building to the south-west (No. 71 Leicester Street) and the double-storey dwelling to the south-east (No. 81 Leicester Street).

279. Given the 'individually-significant' status of the building to the south-east, it is unlikely that any development beyond two to three-storeys will occur in the future at No. 81 Leicester Street. Furthermore, given the alternate easterly outlook afforded to some of the proposed apartments, including the substantial setbacks proposed from the southern boundary; future developments to the south-west and south-east can occur without impeding the internal amenity of the dwellings within the proposed development.

Therefore, the equitable development opportunities of the southern sites are not impeded by the design of this development.

280. The direct abuttal of the proposed, six-storey western wall with the commercial building to the west would allow a degree of built form to be constructed directly along this boundary, without inhibiting the internal amenity of any dwellings within the proposed development. However, any future developments to the western site will need to give consideration to the proposed centrally located courtyards on-site. Nonetheless, this central courtyard is associated with the communal corridors at all levels and not off main living areas.

281. Westgarth Street provides a good degree of separation from any further higher development to the north, with the eastern ROW also allowing outlook and daylight to be maintained to the east-facing dwellings.

282. As a result of the above, it is considered that the proposal does not unduly compromise or prejudice the future development potential of adjoining properties.

Parking layout, traffic and bicycle parking

Car parking

283. Under the *Clause 52.06-5* of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces On-site	Reduction Required
1 & 2 x bedroom dwellings	15	1 space per dwelling	15	15	0
3 x bedroom dwelling	5	2 spaces per dwelling	10	7	0
Total			**25**	**22**	**3**

284. Based on the table above, the development meets the majority of the statutory car parking rate associated with the apartment, with a parking shortfall of 3 resident car parking spaces. Before a requirement for car parking is reduced, the applicant must satisfy the Responsible Authority that the provision of car parking is justified having regard to the assessment requirements of *Clause 52.06-6*.

Availability of Car Parking

285. The subject site is located within an area containing predominantly time-restricted car parking, with periods ranging from ¼ hour to 2 hours. A large proportion of parking is restricted to 1 to 2 hours, extending along both sides of Westgarth Street.

286. There are currently two car parking spaces provided along the Westgarth Street frontage of the site; these would not be impacted by the development as car parking on-site would be accessed via the eastern ROW. Instead, the crossover in front of the site would be made redundant as a result of providing vehicle access to the site from the side. Therefore, a condition will require this redundant crossover to be demolished and re-instated as standard footpath and kerb and channel. This will allow for existing on-street car parking in front of the subject site to increase from two to three.

287. The advertised Traffic Report, dated 30 April 2020 and prepared by O'Brien Traffic, sourced average car ownership data for the Fitzroy area from the 2016 ABS Census data. The data indicated that 2 bedroom apartment have an average car ownership of 0.8 cars per household and 3 bedroom apartments have an average of 1.1 cars per dwelling. The data also concluded that some 35% and 26% of 2 and 3 bedroom dwellings, respectively, do not own a car. Therefore, the census data suggests that there is a market demand for dwellings without any on-site parking, especially if located close to public transport nodes. Council's Traffic Engineering Unit considered these findings appropriate given the location of the subject site, which is in proximity to a number of public transport modes.

Parking Demand for Dwelling Use

288. Future residents would know up-front that the some of the apartments will have no car parking spaces provided on-site. Council Traffic Engineer Unit raised no concerns with the reduction in residential car parking as data indicates that car ownership is influenced by a number of factors and not limited to public transport access, proximity to employment and education centres, affordability issues, environmental concerns, and access to services. Given the location of the subject site; i.e. near two activity centres with access to public transport, combined with the area's coverage of 2P restrictions this would provide regular turnover of parking throughout the day.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand

289. The additional reduction in car parking being sought by the proposal is supported by the following:

    (a) The site is within walking distance from the Brunswick Street Activity Centre, as well as the Johnston Street Neighbourhood Activity Centre which consists of a number of retail, entertainment and commercial premises;
    (b) Tram services operating along Brunswick Street (40m east), Nicholson Street (230m west) and Smith Street (560m east). The site also has access to bus services operating along Alexandra Parade (150m north) and Johnston Street (360m south);
    (c) The site has good connectivity to the on-road bicycle network, with a generous amount of on-site bicycle parking spaces proposed;
    (d) The lack of opportunities to park on-street in the surrounding area would be a disincentive for employees of the office to commute to work by car, with the short-term parking restrictions allowing employees to park for limited periods if necessary;
    (e) The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use; and
    (f) A GoGet car share pod is located along Westgarth Street, some 20m east of the subject site.

290. The reduction in the car parking requirement associated with the dwelling use is considered appropriate in the context of the development and the surrounding area.

Car park access and layout

291. As discussed earlier in the report (under Clause 58), the proposed car parking layout and access shown on the S57A plans and amended Traffic Report were assessed by Council's Traffic Engineering Unit, who confirmed that the width of the garage entrance and the headroom clearance are satisfactory and met all relevant standards and guidelines. The dimensions of the car parks and garage were also found to be suitable.

292. Swept path diagrams were submitted, which demonstrated that entering and exiting the garages is satisfactory for the B85 design vehicle. As all of the car parking spaces are allocated to the dwellings, users of the car parks will become accustomed to the manoeuvres required to access these spaces.

293. As stated earlier in the report, the submitted S57A plans were supported by Council's Traffic Engineering Unit, with no additional conditions.

Bicycle parking

294. The revised proposal under a S57A of the Act generates a demand of 6 statutory spaces, and provides a total of 30 spaces, thereby exceeding the requirement outlined at *Clause 52.34* of the Scheme. There would be 14 horizontal and 14 wall-mounted resident bicycle parking spaces for the apartments in an internal bike store, within the basement level and accessed from the communal pedestrian entrance. The provision of horizontal bicycle spaces accords with the requirements of AS2890.3-2015, with Clause 2.1(e) of this Standard noting that a minimum of 20% of the bicycle spaces must be provided in the form of horizontal rails. Council's Strategic Transport Unit have confirmed that *resident bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3*.

295. The revised (S57A) proposal incorporates 2 visitor bicycle spaces located behind the lobby wall of the building (adjacent to the entrance to the car park). Council's Strategic Transport Unit found that *bicycles parked at this location could create an obstruction for people using the adjacent corridor* as the standard bicycle envelope is 1.8m but an envelope of only 1.5m is provided. Furthermore, the required aisle width of 1.5m is also not provided. Given the development is providing an additional 8 resident bicycle spaces above the best practice recommendation of 20 resident spaces, it has been recommended by Council's Strategic Transport Unit to delete the visitor bicycle hoops from this location. This will be required by way of condition. As a result, this would now create a trigger for a reduction in the visitor bicycle parking. However, this reduction of 2 visitor bicycle spaces is considered appropriate as set out above, and the reduction will be captured within the permit preamble.

296. Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Council's Strategic Transport Unit, whilst supportive of the two EV-charging units within the car park, recommended that they be electronically wired. However, given that the proposal incorporates a car stacker, this is not plausible and as such will not be required by way of condition.

Traffic

297. Given the allocation of all on-site car parking spaces to most of the dwellings, any traffic generated by the site will be restricted to 3 apartments. With only 20 dwellings proposed in total, the level of traffic that would be generated is unlikely to have a discernible impact upon traffic levels along Westgarth Street and surrounding road networks.

298. The primary use of the eastern ROW is currently to access garages. Therefore, the increased use of the eastern ROW by vehicle traffic is considered reasonable, with this outcome supported Council's Traffic Engineers.

<u>Special Building Overlay</u>

299. The site is included in the SBO. In instances where development applications are included in the SBO area, Council relies on advice of the relevant floodplain management authority (Melbourne Water) with regard to flooding.

300. In response to Melbourne Water's objection to the advertised plans, the applicant lodged amended plans under S57A of the Act, revising the floor levels. Melbourne Water reviewed the amended plans and confirmed that the plans are in compliance with the minimum finished floor level requirements subject to conditions. These will be included as conditions.

Objector concerns

301. The objector concerns are outlined and discussed below:

(a) *Design and overdevelopment (height, scale, bulk, site coverage and permeability).*

Matters relating to height, scale and bulk are discussed at paragraphs 138 to 145 and 147 to 161. Site coverage and permeability are discussed in paragraph 180.

(b) *Heritage impacts*

Heritage have been discussed in paragraphs 137 to 161 and 172 to 179.

(c) *On-site amenity (poor apartment layouts and internal amenity);*

On-site amenity of the apartments have been discussed in paragraphs 190 to 253.

(d) *Off-site amenity (visual bulk, daylight/solar access to north-facing windows, overshadowing, overlooking);*

Visual bulk is discussed in paragraph 257 to 262. Daylight/Solar access to north-facing windows have been discussed in paragraph 263. Overshadowing and overlooking have been discussed in paragraphs 264 to 268 and paragraphs 269 to 274 respectively.

(e) *Car parking, traffic impacts and pedestrian safety;*

Car parking, traffic impacts and pedestrian safety have been discussed in paragraphs 283 to 293 and also within relevant sections of the Clause 58 assessment at paragraphs 212 to 218. Council's Traffic Engineering Unit have deemed the eastern ROW to have sufficient width and capacity to service vehicles associated with the new dwellings.

(f) *Issues during construction (noise, traffic);*

This will be managed by via a conditional requirement for a Construction Management Plan (CMP), to be approved by Council's Construction Management Unit.

(g) *Impacts to mental, physical health and wellbeing of surrounding residents and local ecosystems;*

The proposed development is located on a site which was previously used as a warehouse, with full site coverage. There are no existing trees proposed to be removed, with the existing trees on the Westgarth Street footpath proposed to be protected during construction. Therefore, there is no impact on the local ecosystem. As discussed earlier in the report, the proposed development has been lowered in height and increased in setback appropriately in order to reduce any off-site amenity impacts to neighbouring lots. Any noise, traffic and pollution to occur during the construction phase will be managed by the CMP.

(h) *Council prioritizing developer interest; and*

Each application Council receives is assessed independently on its merits using relevant policy.

(i) *Reduced property values.*

VCAT has consistently found that property values are speculative and not a planning consideration. Fluctuations in property prices are not a relevant consideration when assessing an application under the provisions of the *Planning & Environment Act* (1987), nor the Yarra Planning Scheme.

Conclusion

Based on the report, the proposal is considered to comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval, subject to conditions.

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN19/0922 full demolition of the existing building and construction of a six (6) storey building containing dwellings (no permit required for use), and associated reduction in statutory bicycle and car parking requirements at No. 82 Westgarth Street Fitzroy VIC 3065, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans prepared by Walter & Walter Architects, dated 19.10.2019 (A015, A016, A017), dated 14.09.2020 (A100), date 02.11.2020 (A101), dated 14.09.2020 (A102, A103), dated 19.10.2020 (A104, A105, A106, A107), dated 14.09.2020 (A109, A110, A111, A112, A113, A114), dated 19.10.2020 (A200, 202), dated 12.11.2020 (A201, A203), dated 14.09.2020 (A210, A300a and A301) but modified to show the following:

    (a) Existing vehicle crossover on Westgarth Street shown on ground floor plans demonstrating that it will be removed and replaced with footpath, kerb and channel;
    (b) The materiality of the proposed communal pedestrian entrance associated with the apartments to be clarified – to include lighting/property identification to the street;
    (c) Elevation/details of the 'bench' proposed to the communal pedestrian entrance ensuring a safe space is maintained to the entry (or the bench deleted);
    (d) Details/cross-section (and samples) of the screening provided to the terraces of townhouses 1 and 2 demonstrating visually permeable materials and connection to the street;
    (e) Wall-mounted sensor lighting to be provided to all pedestrian entrances;
    (f) Secondary pedestrian entrance fronting the eastern ROW to open within the title boundaries of the subject site, with external lighting provided to this entry and be slightly recessed;
    (g) The location of the 4 small cars to be identified on the development plans;
    (h) All terraces and bedrooms screened to comply with the objective of Standard D15 (Internal views objective) at Clause 58 of the Yarra Planning Scheme;
    (i) South-facing terraces at Level 1 and 2 to be provided with a maximum 25% transparency to the 'translucent fluted glazing';
    (j) The on-site visitor bicycle spaces deleted;
    (k) Design changes to implement recommendations of the Sustainable Management Plan Condition No. 3 of this permit;
    (l) Design changes to implement recommendations of the Daylight Modelling Plan Condition No. 5 of this permit;
    (m) Design changes to implement recommendations of the Acoustic Report Condition No. 7 of this permit; and

(n) Design changes to implement recommendations of the Landscape Plan Condition No. 10 of this permit.

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

(a) In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
(i) elevation drawings at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities, including detailed design of the western elevation; and
(ii) a sample board and coloured drawings outlining colours, materials and finishes.

Sustainable Management Plan

3. Before the plans are endorsed, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Sustainable Management Plan will be endorsed and will form part of this permit. The Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Sustainable Development Consultants and dated October 2020, but modified to include the following:

(a) All design changes required under Condition 1 of this permit.
(b) Number of bicycle spaces on-site to match the development plans.

4. The provisions, recommendation and requirements of the plans and endorsed Sustainable Development Assessment must be implemented and complied with to the satisfaction of the Responsible Authority.

Daylight Modelling Report

5. Concurrently with the endorsement of condition 1 plans, an amended Daylight Modelling Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Daylight Modelling Report will be endorsed and will form part of this permit. The Daylight Modelling Report must be generally in accordance with the Daylight Modelling Report prepared by Sustainable Development Consultants and dated May 2020, but modified to include the following:

(a) All design changes made under the revised S57A plans, received by Council on 12.11.2020.
(b) Apartments 101, 103, 104, 204, 205, 303, 304 and 403 amended to either:
(c) Increase in the size of glazing (vertical or horizontal); or
(i) Improve / maximise the VLT of glazing; or
(ii) Improve / maximise the reflectivity of surrounding surfaces, such as white bricks on lower levels of internal courtyard/light-well.

Waste Management Plan

6. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with at all times to the satisfaction of the Responsible Authority.

Acoustic Report

7. Before the development commences, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report prepared by Octave Acoustics and dated 21 September 2020, but modified to include;

    (a) Noise Masking:
        (i) The octave band Leq of the noise masking is not to exceed the octave bands L90 levels by more than 5 dB;
        (ii) A post construction acoustic report to be prepared demonstrating that the masking levels meet the requirements of this acoustic planning report;
        (iii) A statement requiring future owners and tenants to be notified of the fact that the project proceeds on the assumption that music noise is assessable to indoor locations only, and that compliance with SEPP N-2 in bedrooms is to be met with the noise masking system operating;

    (b) Glamorama Bar operations on Saturday 21 March 2020:
        (i) Confirmation be provided that the bar was operating as usual on this night;

    (c) Largo Butchers mechanical plant noise:
        (i) Comment on the noise character of emissions from Largo Butchers mechanical plant, so that it can be determined whether any SEPP N-1 corrections for tonality, impulsiveness, duration or intermittency are appropriate.
        (ii) A statement requiring future owners and tenants to be notified of the fact that mechanical plant noise from Largo Butchers may be assessable to indoor locations only (pending the outcome of negotiations between the developer and the business).

8. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

9. Before the building is occupied, an Acoustic Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified acoustic engineer and must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must demonstrate the following:

    (a) The masking system is adequate and meets the requirements of the acoustic report.

Landscape Plan

10. Before the development commences, a Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the Landscape Plan will be endorsed and will form part of this permit. The Landscape Plan must:

    (a) Include all design changes made under the revised S57A plans, received by Council on 12.11.2020;
    (b) Delete Lagerstroemia ‘Natchez’ from the internal courtyard;
    (c) Provide a plant schedule and planting plan with the following information including:
        (i) show the type, location, quantity, height at maturity and botanical names of all proposed plants;
        (ii) a legend containing key features, materials and surfaces;
        (iii) soil media and the dimensions for the planters;
        (iv) information on irrigation and drainage systems;

(v) maintenance schedule, tasks and duration;
(vi) Load bearing weights for the building to be checked and confirmed by a suitably qualified structural engineer against the saturated bulk density of soil media, planter box and plant mass proposed.

to the satisfaction of the Responsible Authority.

11. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

(a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;
(b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and
(c) replacing any dead, diseased, dying or damaged plants,

to the satisfaction of the Responsible Authority.

Tree Management Plan

12. Before the development commences, a Tree Management Plan to the satisfaction of the Responsible Authority must be prepared by a suitably qualified Arborist and must be submitted to and approved by the Responsible Authority. When approved the Tree Management Plan will be endorsed and will form part of this permit. The Tree Management Plan must make recommendations for the protection of the tree on the Westgarth Street footpath, including:

(a) pre-construction;
(b) during construction; and
(c) post construction
(d) the provision of any barriers;
(e) any pruning necessary; and
(f) watering and maintenance regimes,

to the satisfaction of the Responsible Authority.

13. The provisions, recommendations and requirements of the endorsed Tree Management Plan must be complied with and implemented to the satisfaction of the Responsible Authority.

14. The use and development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

15. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

16. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

17. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

18. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all external lighting capable of illuminating access to the pedestrian entries and car parking area must be provided. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity.

    to the satisfaction of the Responsible Authority.

20. The area set aside for the parking of vehicles, together with the associated access lanes as delineated on the endorsed plan must:

    (a) be designed, provided and completed to the satisfaction of the Responsible Authority;
    (b) thereafter be maintained to the satisfaction of the Responsible Authority;
    (c) be made available for such use at all times and not used for any other purpose;
    (d) be properly formed to such levels that it can be used in accordance with the endorsed plan; and
    (e) be drained and sealed with an all-weather seal coat;

    all to the satisfaction of the Responsible Authority.

21. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the car stackers must be installed in accordance with the manufacturer's specifications by a suitably qualified person. The car stackers must be maintained thereafter to the satisfaction of the Responsible Authority.

22. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the redundant vehicular crossing on Westgarth Street must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

23. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the footpath along the property's Westgarth Street frontage must be stripped and re-sheeted with a cross-fall of 1:40 or unless otherwise specified by Council;

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

24. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the half width road pavement of Westgarth Street (in between the south kerb to the centre of the road) must be profiled (grinded). Any isolated areas of pavement failure must be reinstated with full-depth asphalt. All road markings are to be reinstated following the completion of the re-sheet works. The road hump in Westgarth Street must remain intact;

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

25. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of any service poles, street line markings, car parking sensors, service structures, fire hydrants or service pits necessary to facilitate the development must be undertaken:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

26. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated (including the full re-sheeting of the footpath at the front of the property if required by Council):

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Melbourne Water Conditions (27 -31)

27. Prior to the endorsement of plans, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must be modified to show:

    (a) The finished floor levels of the services area set no lower than 23.80 metres to AHD or as otherwise agreed in writing with the relevant utility providers.
    (b) The ground floor including entrances to the lifts/stairs (excluding minimum transition areas, car stackers and any approved services areas) must be set no lower than 24.10 metres to AHD, which is 300mm above the applicable flood level of 23.80 metres to AHD.

    (c) The services areas (including but not limited to electrical, water, fire etc.) must be set no lower than 23.80 metres to AHD, or as otherwise agreed in writing with the relevant utility providers.

    (d) The car stacker must be constructed with finished floor levels set no lower than 23.80 metres to AHD, which is at the applicable flood level.

    (e) Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the AHD, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

28. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

    (a) a pre-conditions survey (dilapidation report) of the land and all adjacent Council roads frontages and nearby road infrastructure;
    (b) works necessary to protect road and other infrastructure;
    (c) remediation of any damage to road and other infrastructure;
    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land,
    (e) facilities for vehicle washing, which must be located on the land;
    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
    (g) site security;
    (h) management of any environmental hazards including, but not limited to:
        (i) contaminated soil;

(ii) materials and waste;
(iii) dust;
(iv) stormwater contamination from run-off and wash-waters;
(v) sediment from the land on roads;
(vi) washing of concrete trucks and other vehicles and machinery; and
(vii) spillage from refuelling cranes and other vehicles and machinery;

(i) the construction program;
(j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;
(k) parking facilities for construction workers;
(l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;
(m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;
(o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

29. During the construction:

(a) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;
(b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;
(c) vehicle borne material must not accumulate on the roads abutting the land;
(d) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and
(e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

30. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

31. The development, once commenced, must be completed to the satisfaction of the Responsible Authority.

32. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm;
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

33. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit;
(b) the development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

The site is located within an Environmental Audit Overlay. Pursuant to Clause 45.03 of the Yarra Planning Scheme, the requirements of the Environmental Audit Overlay must be met prior to the commencement of development permitted under the permit.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the Permit Holder's expense after seeking approval from the relevant authority.

The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.

All future property owners and residents residing within the development approved under this permit will not be permitted to obtain resident or visitor parking permits.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

The applicant must liaise with Council's open space unit for the protection of the street trees in the vicinity of the site.

Melbourne Water Note: This property is subject to flooding from the Alexandra Parade Main Drain when the capacity of the drainage system is exceeded. The applicable flood level for the proposed development for a storm event with a 1% chance of occurrence in any given year is 23.80 metres to AHD.

Attachments

1 PLN19/0922 - 82 Westgarth Street Fitzroy - Site Location Plan

2 PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

3 PLN19/0922 - 82 Westgarth Street Fitzroy - Traffic Engineering Comments (Advertised Plans)

4 PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (Advertised Plans)

5 PLN19/0922 - 82 Westgarth Street Fitzroy - Internal Urban Design Comments (Advertised Plans)

6 PLN19/0922 - 82 Westgarth Street Fitzroy - ESD Comments (Advertised Plans)

7 PLN19/0922 - 82 Westgarth Street Fitzroy - Open Space Comments (Advertised Plans)

8 PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (Advertised Plans)

9 PLN19/0922 - 82 Westgarth Street Fitzroy - Arborist Comments (Advertised Plans)

10 PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

11 PLN19/0922 - 82 Westgarth Street Fitzroy - External Acoustic Comments (Advertised Plans)

12 PLN19/0922 - 82 Westgarth Street Fitzroy - External Melbourne Water Comments (Advertised Plans)

13 PLN19/0922 - 82 Westgarth Street Fitzroy - Strategic Transport Comments (Advertised Plans)

14 PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

15 PLN19/0922 - 82 Westgarth Street Fitzroy - Traffic Engineering Comments (S57A Plans)

16 PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (S57A Plans)

17 PLN19/0922 - 82 Westgarth Street Fitzroy - ESD Comments (S57A Plans)

18 PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

19 PLN19/0922 - 82 Westgarth Street Fitzroy - Strategic Transport Planning Comments (S57A Plans)

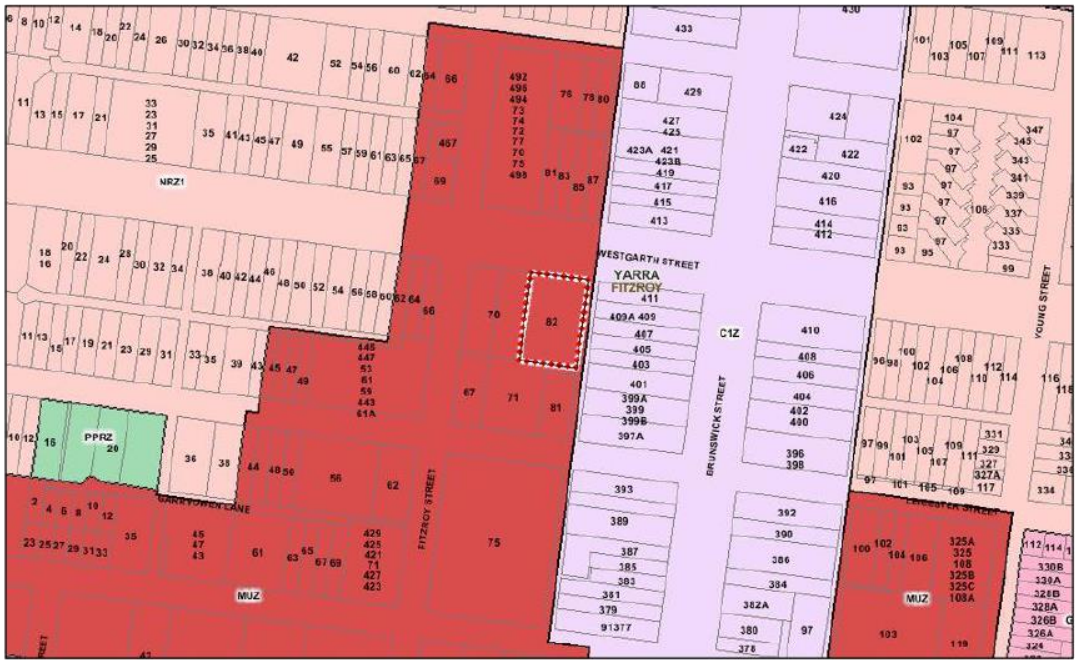
20 PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (S57A Plans)

21 PLN19/0922 - 82 Westgarth Street Fitzroy - External Acoustic Comments (S57A Plans)

22 PLN19/0922 - 82 Westgarth Street Fitzroy - External Melbourne Water Comments (S57A Plans)

Attachment 1 - PLN19/0922 - 82 Westgarth Street Fitzroy - Site Location Plan

SUBJECT LAND: 82 Westgarth Street Fitzroy ⇧ North Subject Site



Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

82 Westgarth Street Fitzroy
REV-11
19-02-2020

SITE AREA - 611 SQM

BUILDING SUMMARY

	BASEMENT	GROUND	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	TOTAL
TOWN HOUSE 2 BED		2							2
1 BED									0
2 BED			4	5	5	2	2	1	19
3 BED						1	1	1	3
PENTHOUSE									0
TOTAL APARTMENTS		**2**	**4**	**5**	**5**	**3**	**3**	**2**	**24**

YIELD SUMMARY

	BASEMENT	GROUND	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	LEVEL 6	TOTAL
NLA									0
POS		30	99	95	95	137	37	143	636
NSA		97	421	404	404	335	322	243	2226
SERVICES/ CIRCULATION	58	139	47	47	47	47	47	28	458
LANDSCAPING	0	0	30	0	0	0	0	0	30
BIKE PARKING	61	7	0	0	0	0	0	0	68
CAR PARKING	0	342	0	0	0	0	0	0	342
STORAGE	30	0	0	0	0	0	0	0	30
TOTAL AREA	**147**	**615**	**597**	**546**	**546**	**519**	**406**	**414**	**3790**
BIKE PARKS	28								28
CAR SPACES	22								22

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NOTES

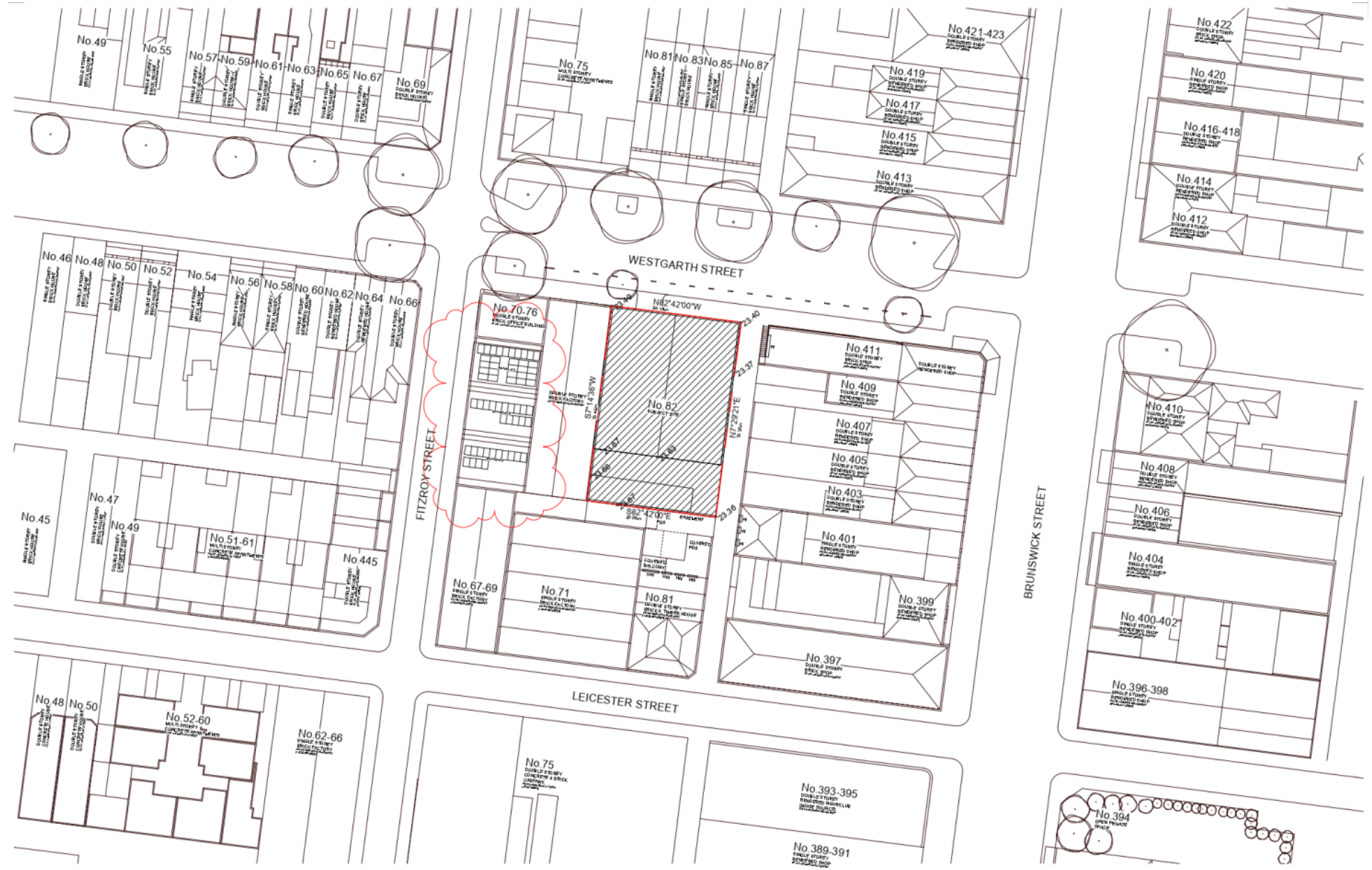
- PLANNING SUBMISSION
- RFI RESPONSE

Project
82 WESTGARTH STREET FITZROY
Sheet title
COVER PAGE

Project no. **0032**
Scale
Sheet size **A3**
Date
Revision
Sheet no. **A000**

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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NOTES

-	PLANNING SUBMISSION	2019-12-18
-		2020-04-30

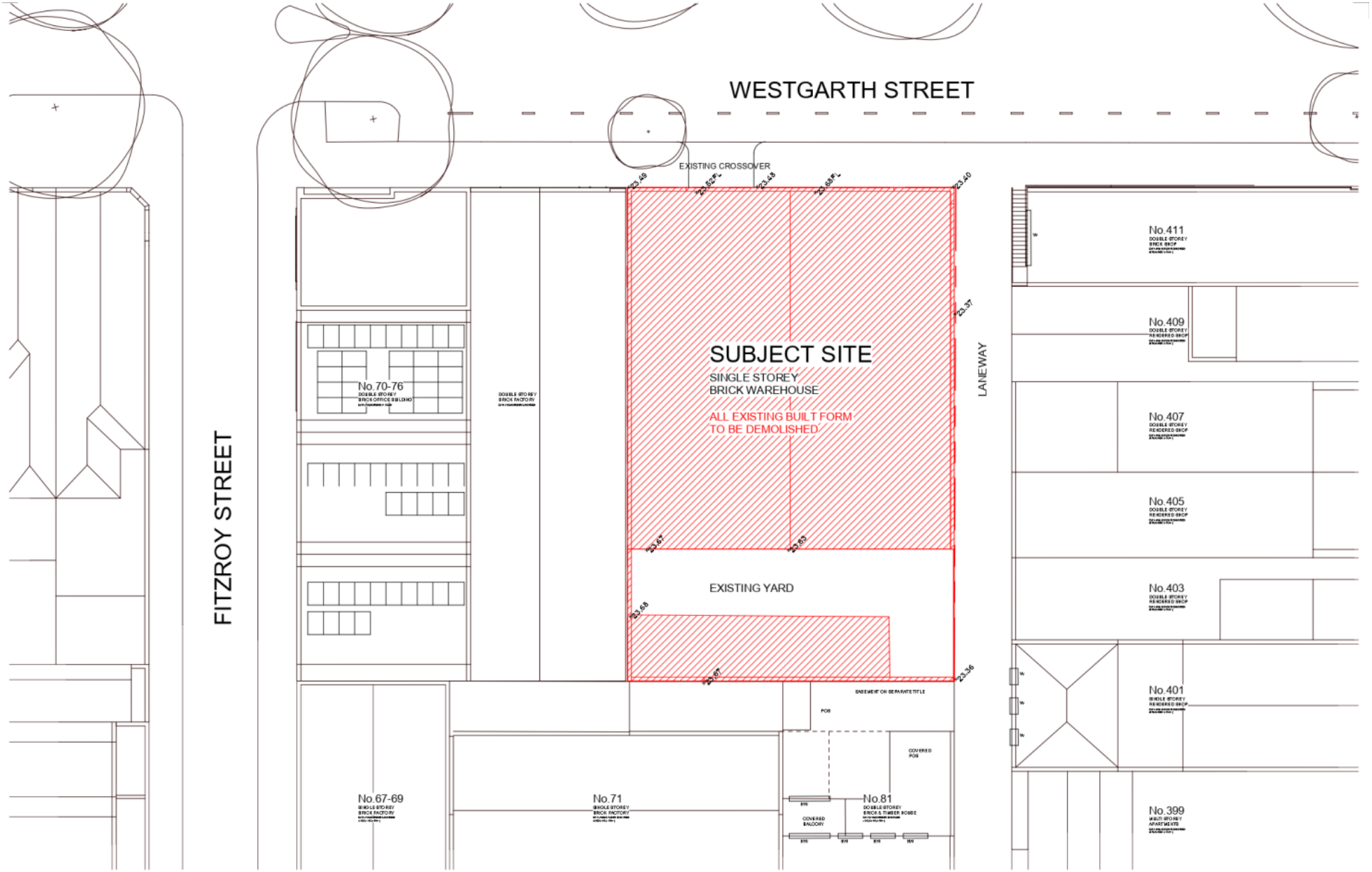
Project
82 WESTGARTH STREET FITZROY

Sheet title
EXISTING CONDITIONS URBAN CONTEXT PLAN

Project no.	Scale	Sheet size
0032	1 : 500	A3
Date	Revision	Sheet no.
2020-04-30	2	A010

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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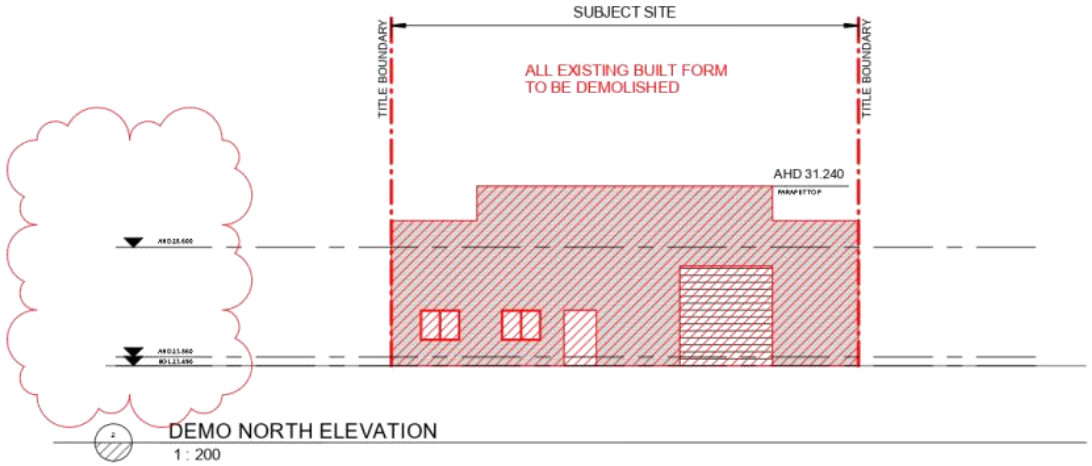
- REVISED PLANNING 2020-04-28

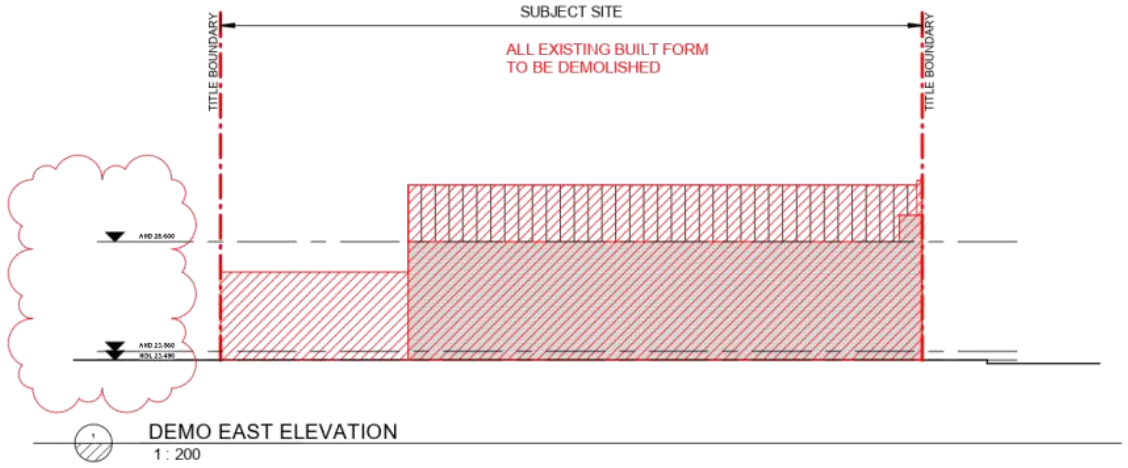
Project
82 WESTGARTH STREET FITZROY
Sheet title
DEMOLITION PLAN

Project no. **0032**
Date
Scale **1 : 200**
Revision
Sheet size **A3**
Sheet no. **A015**

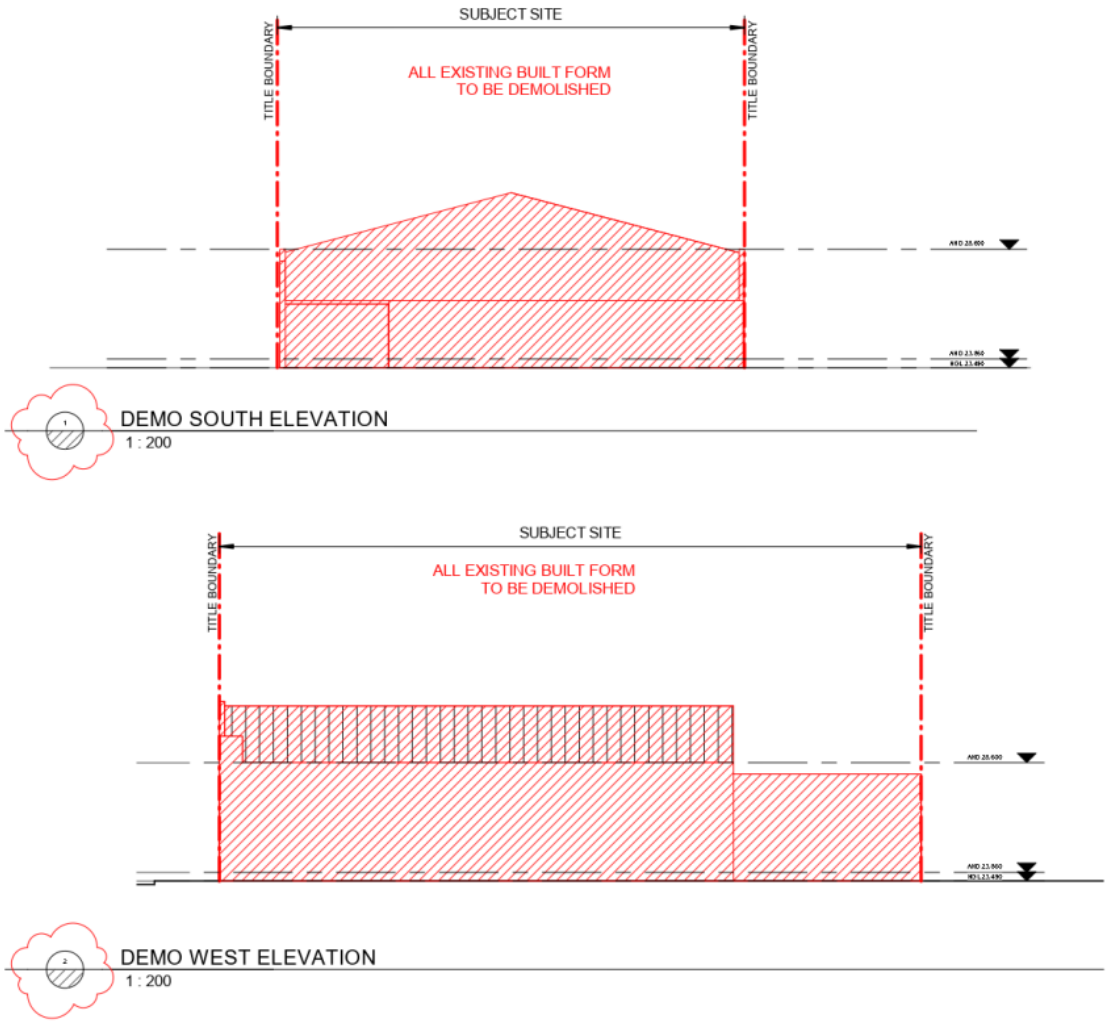
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans





Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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- PLANNING SUBMISSION 2019-12-18
- RFI RESPONSE 2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
DEMOLITION ELEVATIONS

Project no. 0032
Scale 1 : 200
Sheet size A3
Date 2020-04-30
Revision 2
Sheet no. A017
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

PROPOSED WESTGARTH STREETSCAPE - NORTH ELEVATION

PROPOSED LANEWAY STREETSCAPE - EAST ELEVATION

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NOTES

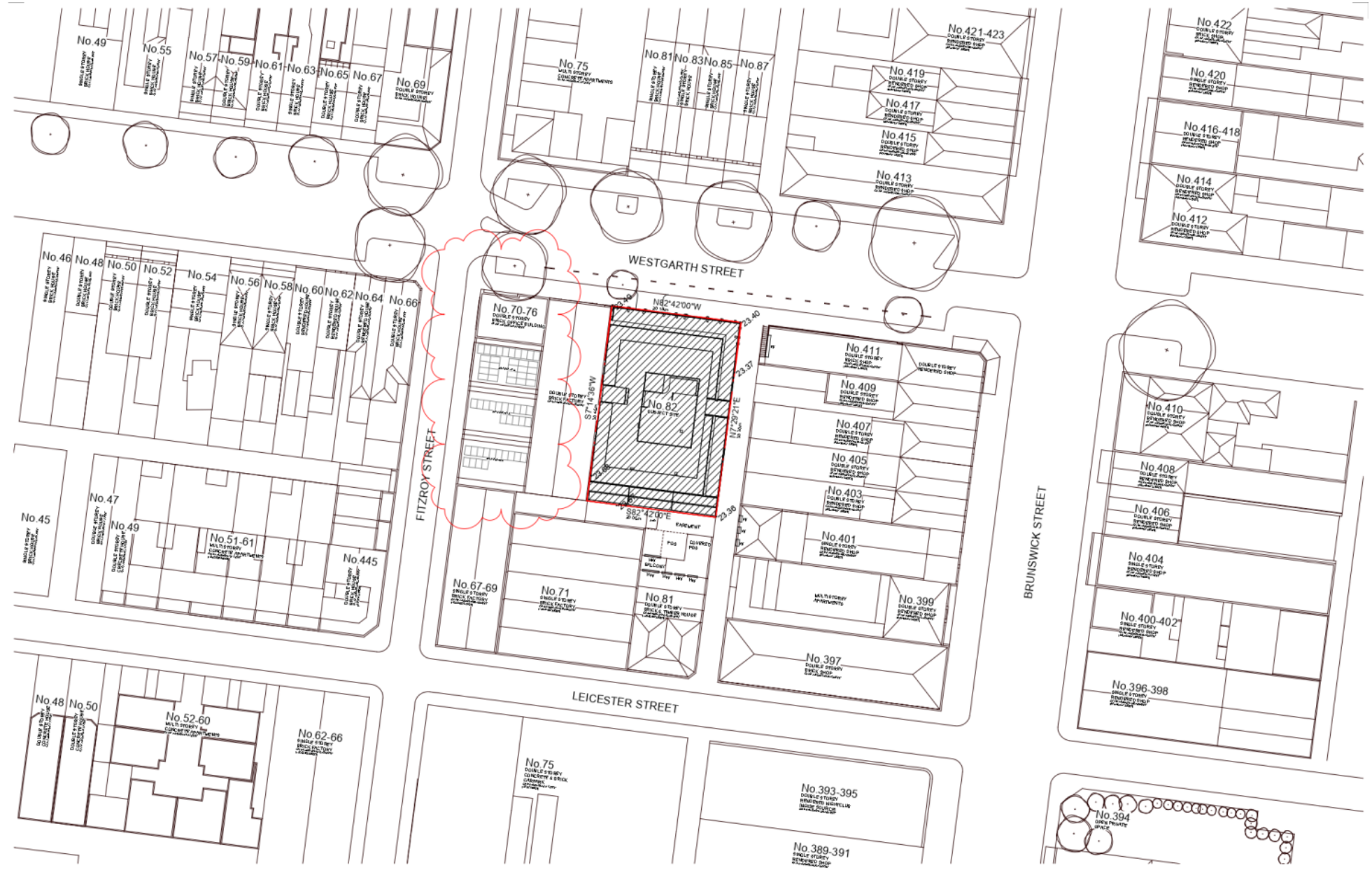
-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED STREETSCAPES

Project no.	Scale	Sheet size
0032	1:500	A3
Date	Revision	Sheet no.
2020-04-30	2	A030

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	[illegible]	2020-04-30

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SITE PLAN

Project no.	Scale	Sheet size
0032	1 : 500	A3
Date	Revision	Sheet no.
2020-04-30	2	A050

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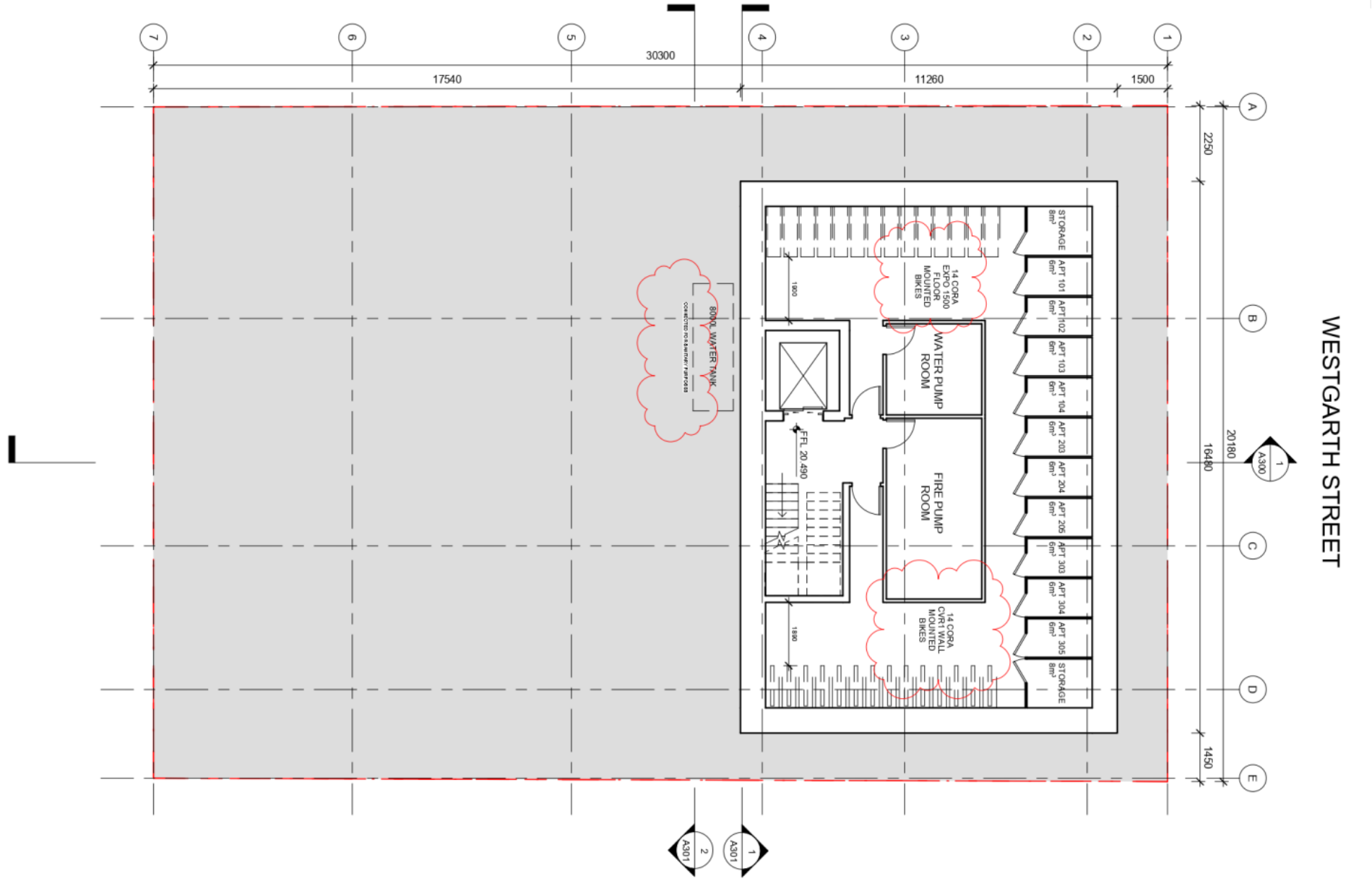
Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED BASEMENT PLAN

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-04-30	2	A100

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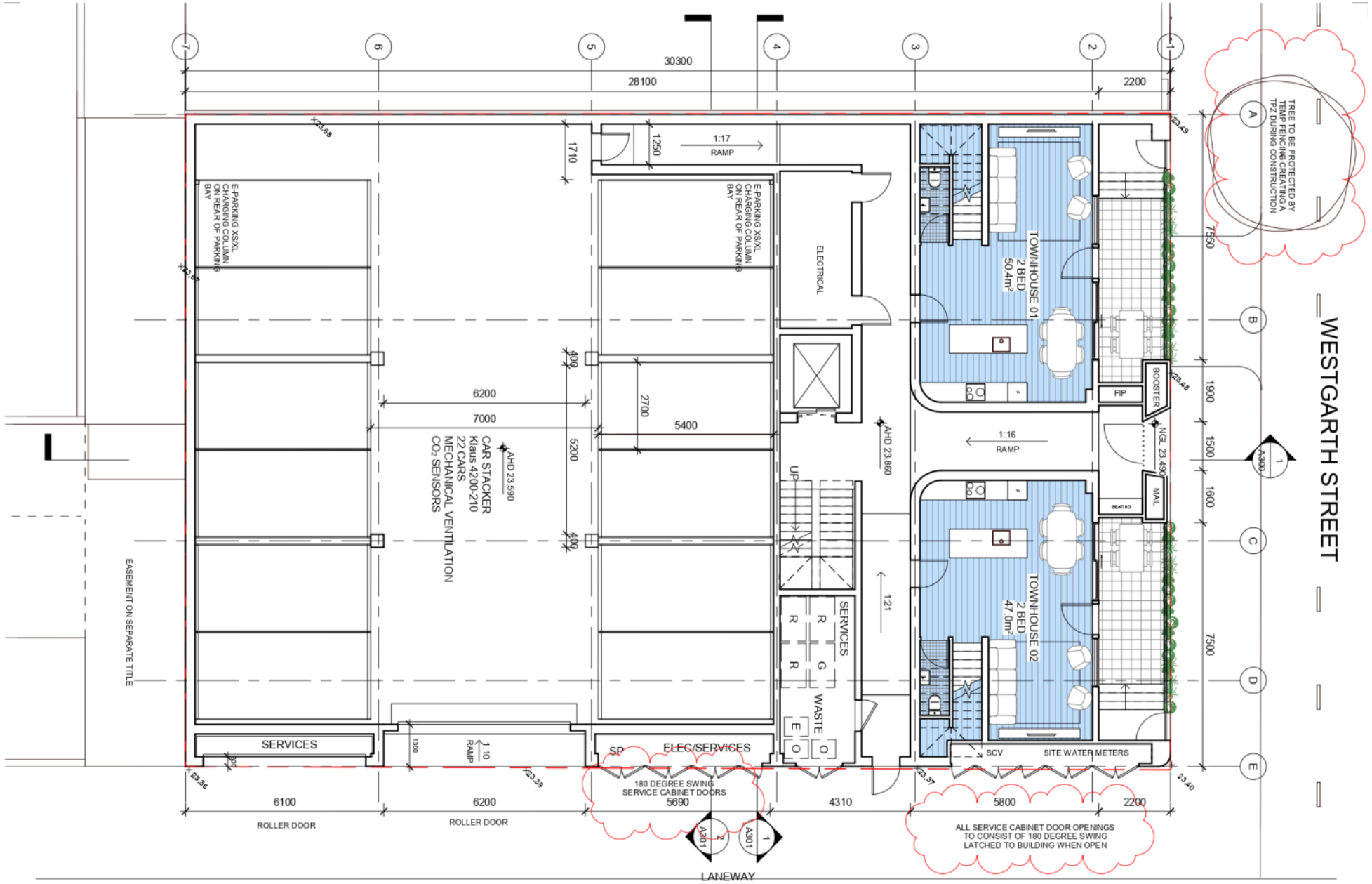
Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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-	RFI RESPONSE	2020-04-30

Project: 82 WESTGARTH STREET FITZROY
Sheet title: PROPOSED GROUND FLOOR PLAN
Project no.: 0032
Date: 2020-04-30
Scale: 1 : 100
Revision: 2
Sheet size: A3
Sheet no.: A101
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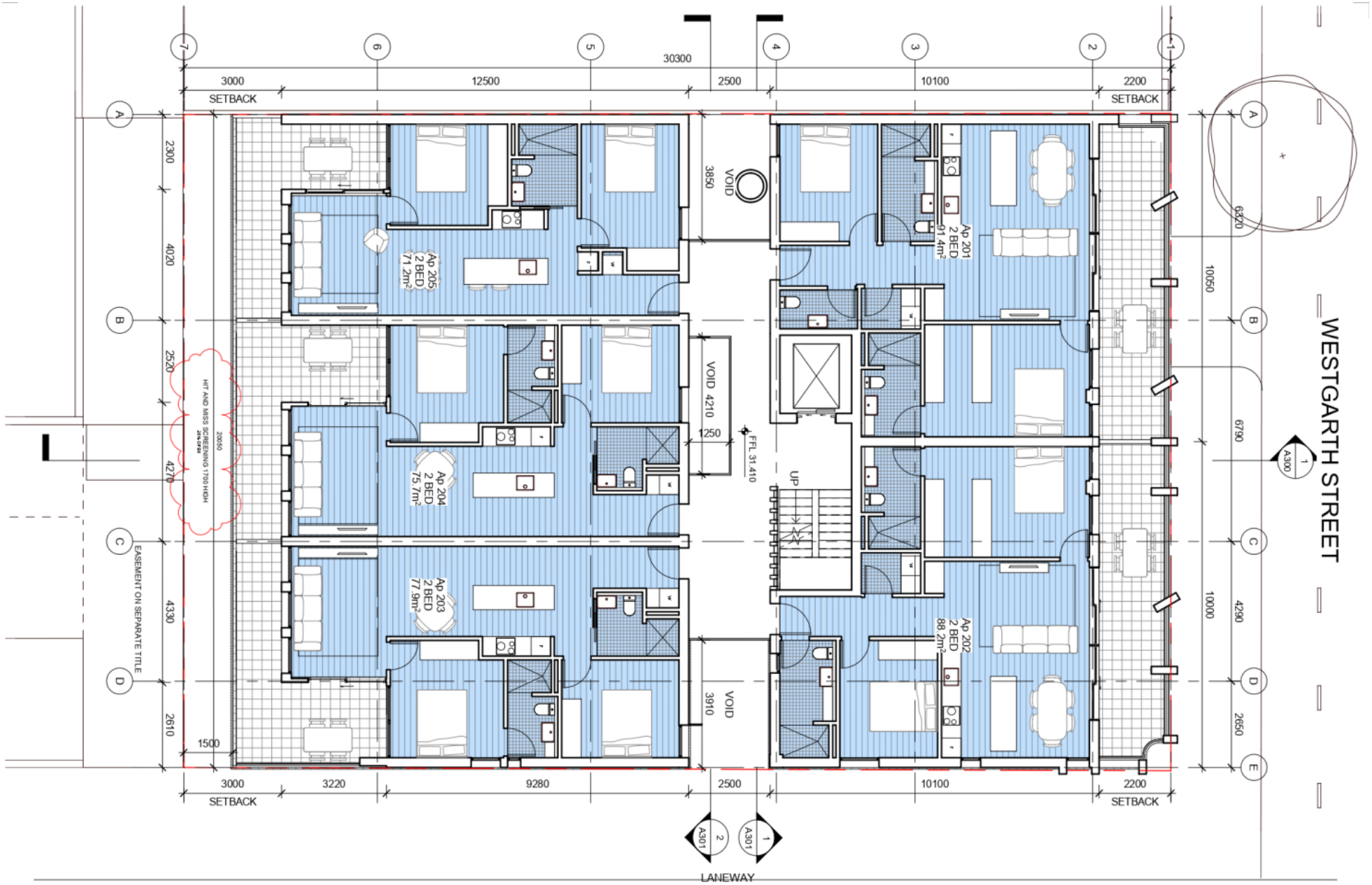
-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED LEVEL 1 PLAN

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-04-30**
Revision **2**
Sheet no. **A102**
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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Project	82 WESTGARTH STREET FITZROY
Sheet title	PROPOSED LEVEL 2 PLAN
Project no.	0032
Date	2020-04-30
Scale	1 : 100
Revision	2
Sheet size	A3
Sheet no.	A103

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- RFI RESPONSE 2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED LEVEL 3 PLAN

Project no. 0032
Date 2020-04-30
Scale 1 : 100
Revision 2
Sheet size A3
Sheet no. A104
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Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED LEVEL 4 PLAN

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-04-30
Revision 2
Sheet no. A105
NOT FOR CONSTRUCTION

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-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED LEVEL 5 PLAN

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-04-30	2	A106

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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED LEVEL 6 PLAN

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-04-30	2	A107

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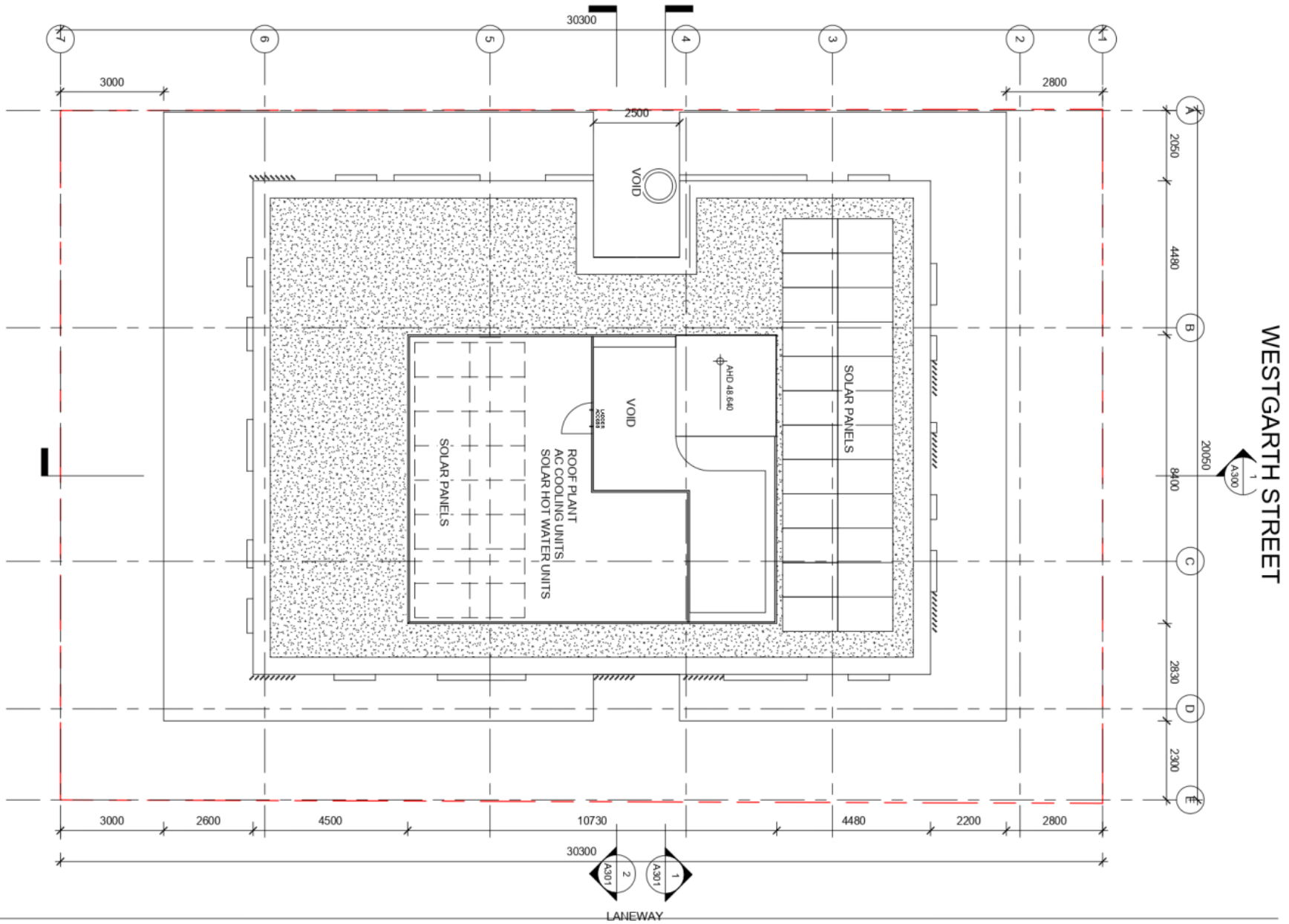
Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED ROOF PLAN

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-04-30**
Revision **2**
Sheet no. **A108**
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
LEVEL 00 GROUND BADS PLAN

Project no. **0032**
Date **2020-04-30**
Scale **1 : 100**
Revision **2**
Sheet size **A3**
Sheet no. **A109**
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

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-	RFI RESPONSE	2020-04-30

Project: 82 WESTGARTH STREET FITZROY
Sheet title: LEVEL 1 BADS PLAN
Project no.: 0032
Date: 2020-04-30
Scale: 1 : 100
Revision: 2
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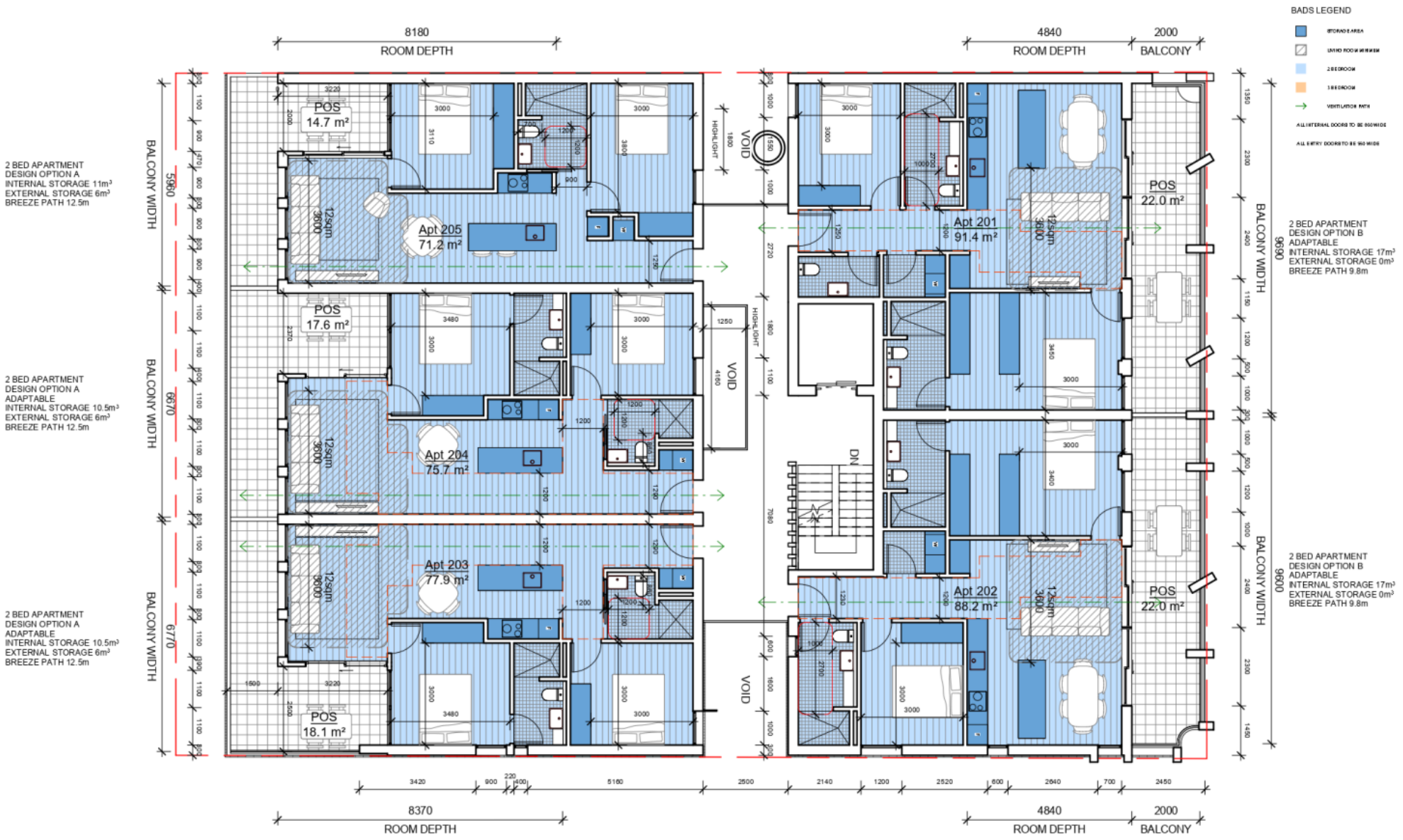
Sheet no.: A110
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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NOTES
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Project: 82 WESTGARTH STREET FITZROY
Sheet title: LEVEL 2-3 BADS PLAN
Project no.: 0032
Date: 2020-04-30
Scale: 1 : 100
Revision: 2
Sheet size: A3
Sheet no.: A111
NOT FOR CONSTRUCTION

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-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
LEVEL 4 BADS PLAN

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-04-30	2	A112

NOT FOR CONSTRUCTION

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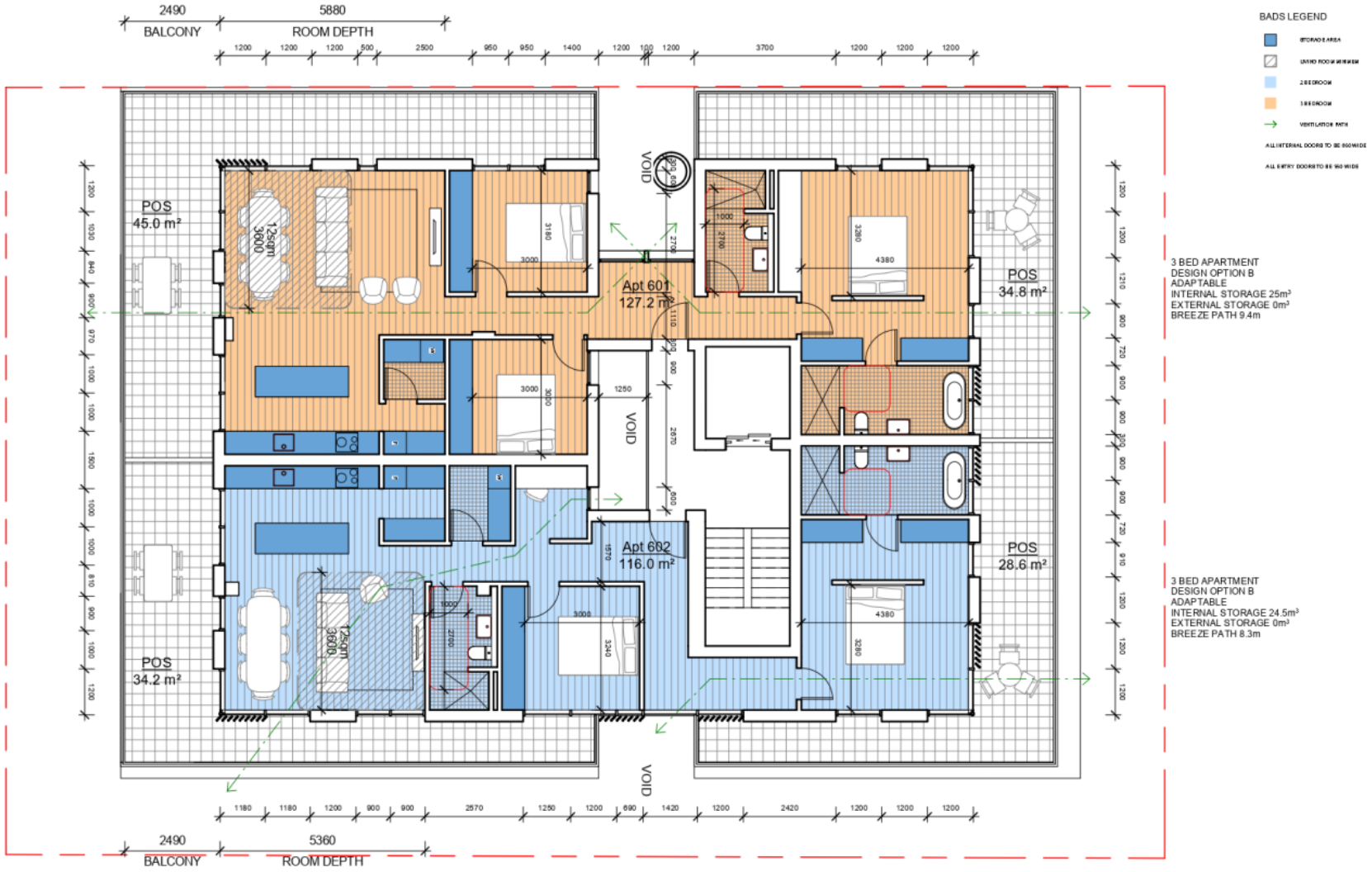
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
LEVEL 5 BADS PLAN

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-04-30	2	A113

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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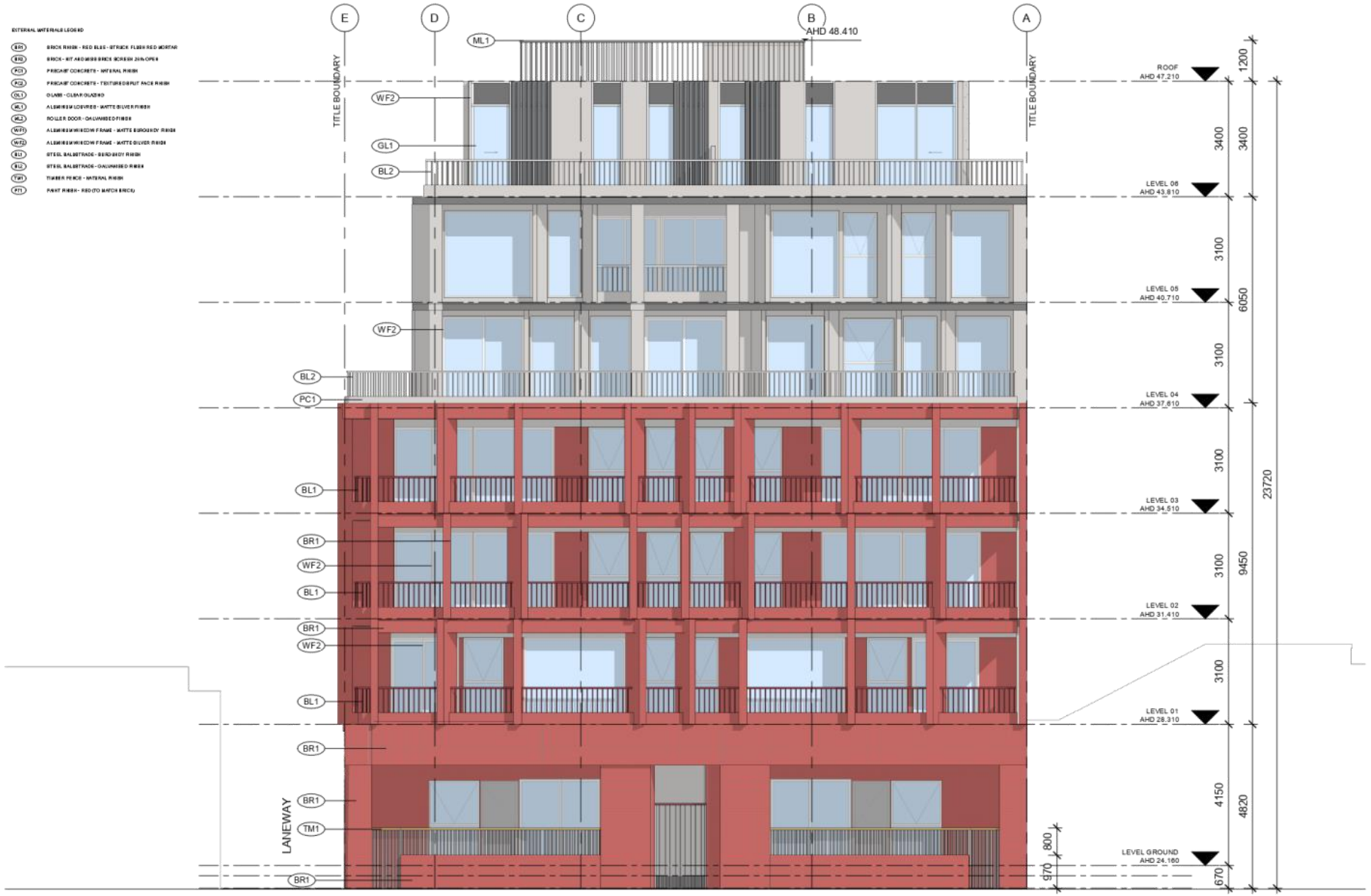
Project
82 WESTGARTH STREET FITZROY
Sheet title
LEVEL 6 BADS PLAN

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-04-30
Revision 2
Sheet no. A114
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED NORTH ELEVATION

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-04-30**
Revision **2**
Sheet no. **A200**
NOT FOR CONSTRUCTION

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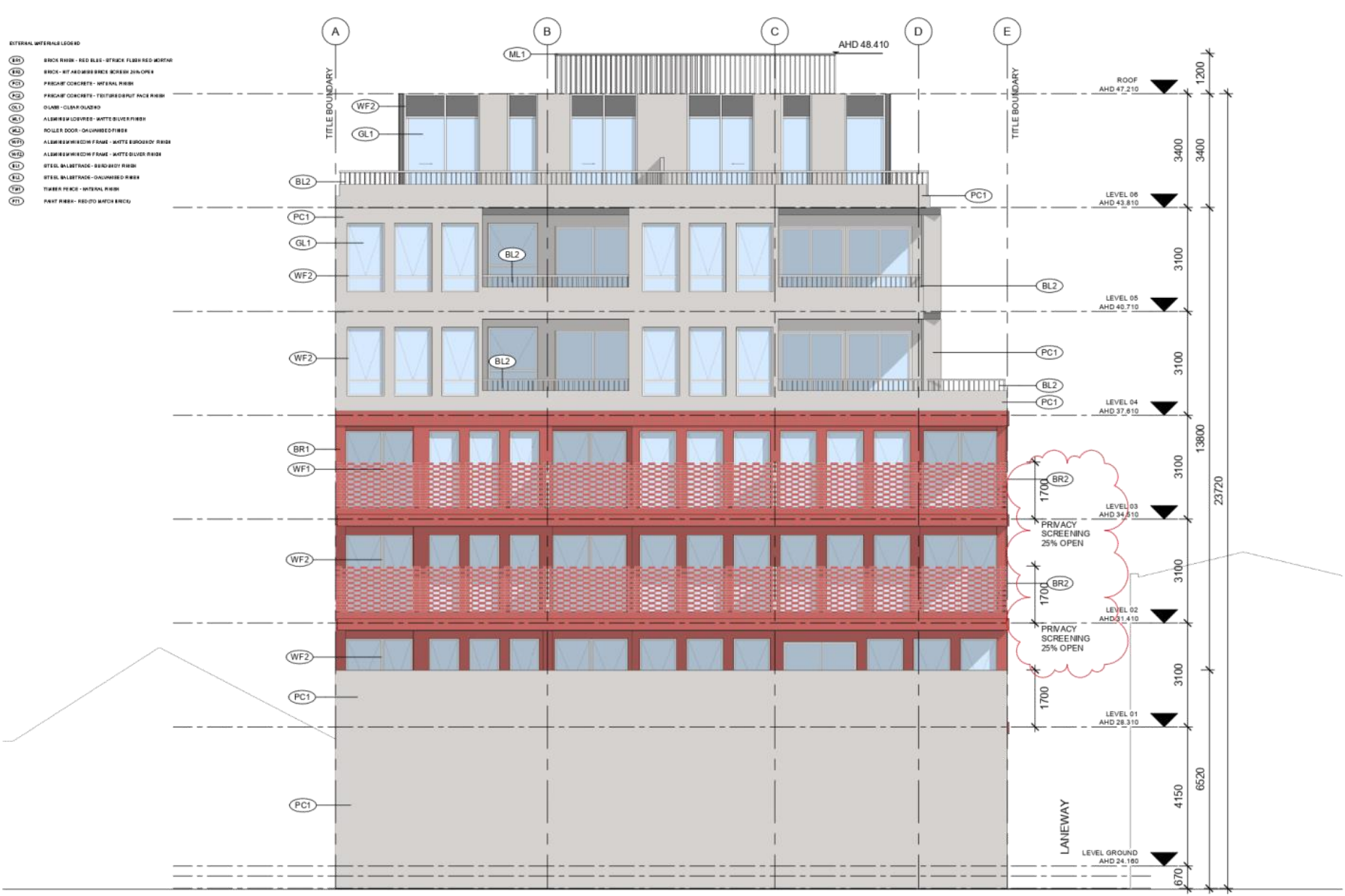
Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED EAST ELEVATION

Project no. 0032 | Scale 1 : 100 | Sheet size A3
Date 2020-04-30 | Revision 2 | Sheet no. A201
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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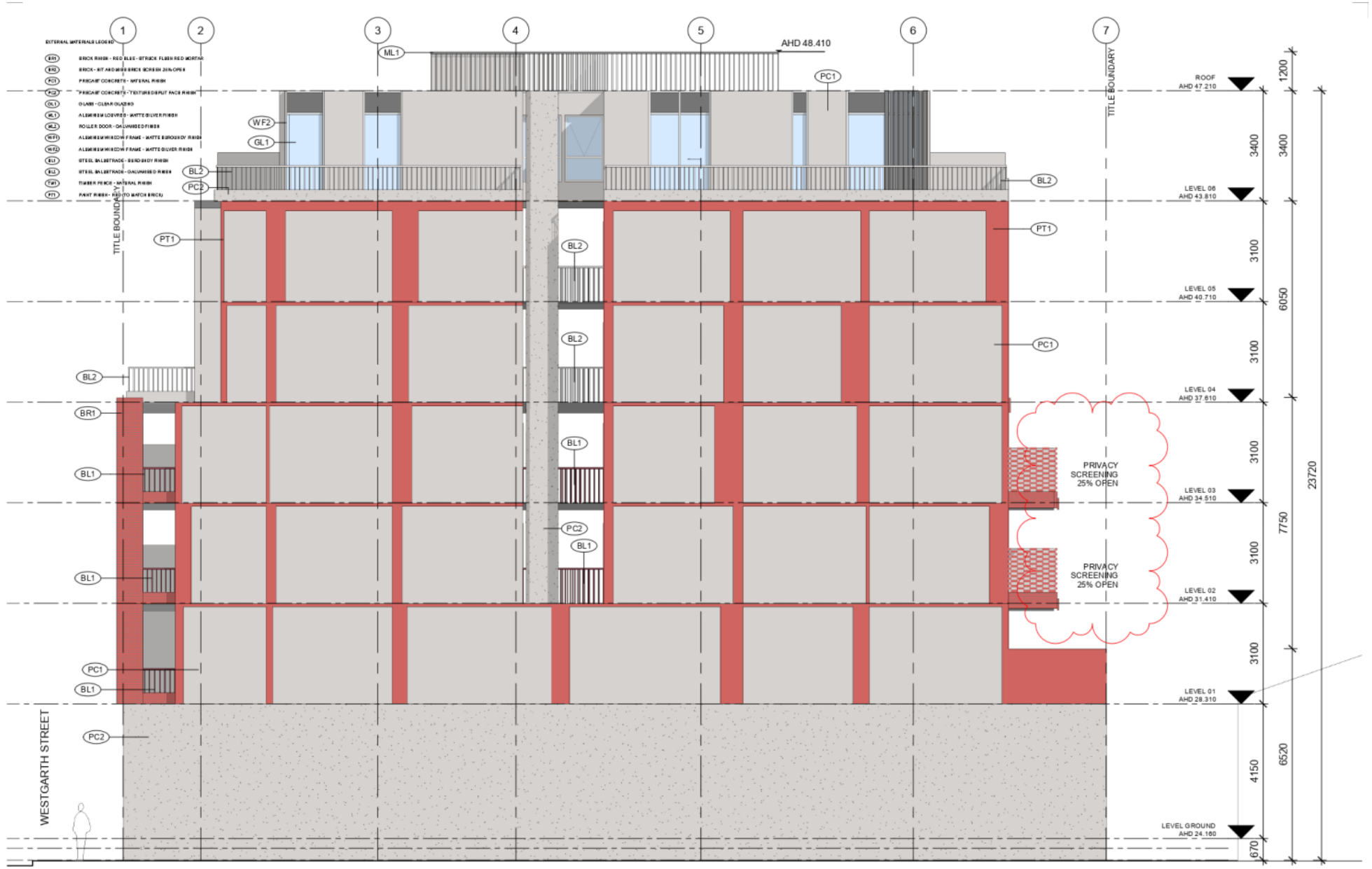
-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED SOUTH ELEVATION

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-04-30	2	A202

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans



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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED WEST ELEVATION

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-04-30	2	A203

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

BRK BRICK FINISH - RED BLUE - STRUCK FLUSH RED MORTAR

PCC PRECAST CONCRETE - NATURAL FINISH

PCL PRECAST CONCRETE - TEXTURED SPLIT FACE FINISH

ALU ALUMINIUM LOUVRES - MATTE SILVER FINISH

WFB ALUMINIUM WINDOW FRAME - MATTE BURGUNDY FINISH

WFS ALUMINIUM WINDOW FRAME - MATTE SILVER FINISH

BLT STEEL BALUSTRADE - BURGUNDY FINISH

BLG STEEL BALUSTRADE - GALVANISED FINISH

WLG ROLLER DOOR - GALVANISED FINISH

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

EXTERNAL MATERIALS LEGEND

BR1	BRICK FINISH - RED BLEND - STRUCK FLUSH RED MORTAR
BR2	BRICK - MIT AND MORE BRICK SCREEN 25% OPEN
PC1	PRECAST CONCRETE - NATURAL FINISH
PC2	PRECAST CONCRETE - TEXTURED/SPLIT FACE FINISH
GL1	GLASS - CLEAR GLAZED
ML1	ALUMINIUM LOUVRES - MATTE SILVER FINISH
RL2	ROLLER DOOR - GALVANISED FINISH
WF1	ALUMINIUM WINDOW FRAME - MATTE BURGUNDY FINISH
WF2	ALUMINIUM WINDOW FRAME - MATTE SILVER FINISH
BL1	STEEL BALUSTRADE - BURGUNDY FINISH
BL2	STEEL BALUSTRADE - GALVANISED FINISH
TW1	TIMBER FENCE - NATURAL FINISH
PT1	PAINT FINISH - RED (TO MATCH BRICK)

SECTION AA
1 : 200

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NOTES

- PLANNING SUBMISSION 2019-12-18
- RFI RESPONSE 2020-04-30

Project
82 WESTGARTH STREET FITZROY

Sheet title
SECTION N-S

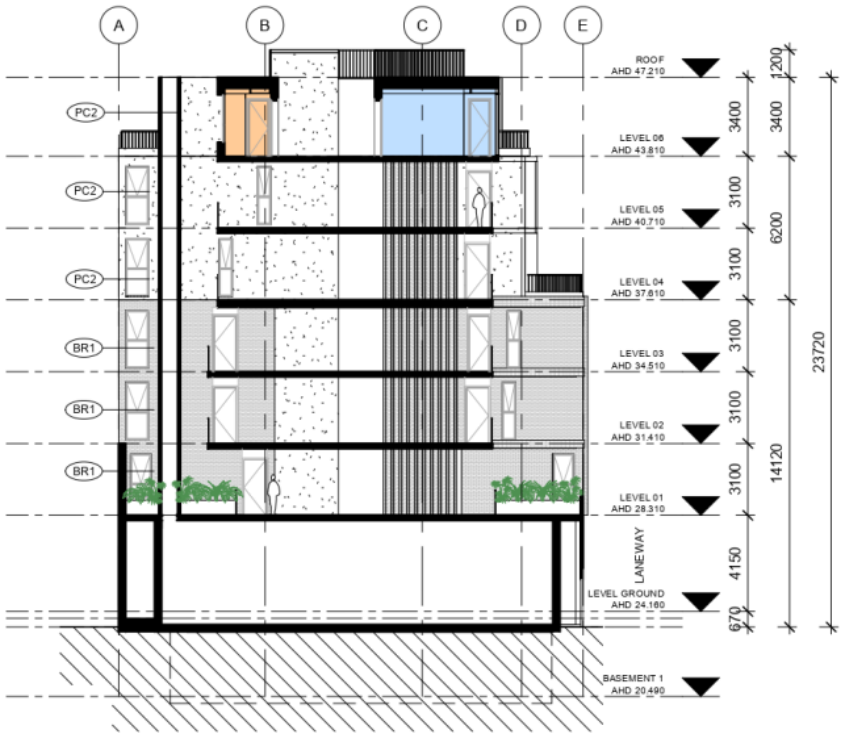
Project no. 0032
Scale As indicated
Sheet size A3
Date 2020-04-30
Revision 2
Sheet no. A300

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

EXTERNAL MATERIALS LEGEND

BR1	BRICK FINISH - RED BLEND - STRUCK FLUSH RED MORTAR
BR2	BRICK - RIT AND MORE BRICK SCREEN 25% OPEN
PC1	PRECAST CONCRETE - NATURAL FINISH
PC2	PRECAST CONCRETE - TEXTURED SPLIT FACE FINISH
GL1	GLASS - CLEAR GLAZED
AL1	ALUMINIUM LOUVRES - MATTE SILVER FINISH
AL2	ROLLER DOOR - GALVANISED FINISH
WF1	ALUMINIUM WINDOW FRAME - MATTE BURGUNDY FINISH
WF2	ALUMINIUM WINDOW FRAME - MATTE SILVER FINISH
BL1	STEEL BALUSTRADE - BURGUNDY FINISH
BL2	STEEL BALUSTRADE - GALVANISED FINISH
TW1	TIMBER FENCE - NATURAL FINISH
PT1	PAINT FINISH - RED (TO MATCH BRICK)



1 SECTION BB
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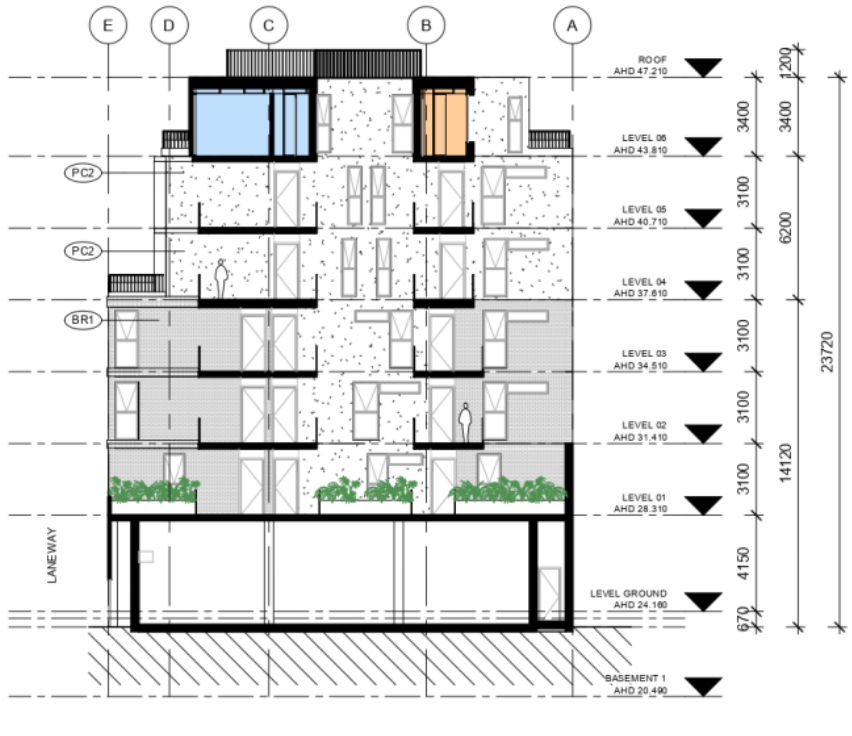

2 SECTION CC
1 : 200

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NOTES
CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF WORK. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DOCUMENTS INCLUDING THOSE BY OTHER CONSULTANTS AND INCLUDING SCHEDULES AND SPECIFICATIONS.
NEW CONSTRUCTION TO MEET WITH NCC VOLUME TWO. FIGURED DIMENSIONS SHALL TAKE PRECEDENCE TO SCALED DIMENSIONS.
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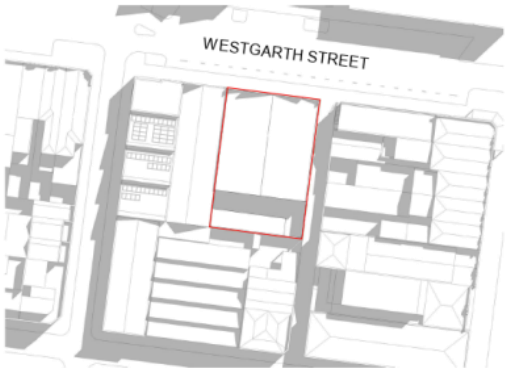
-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
SECTION E-W

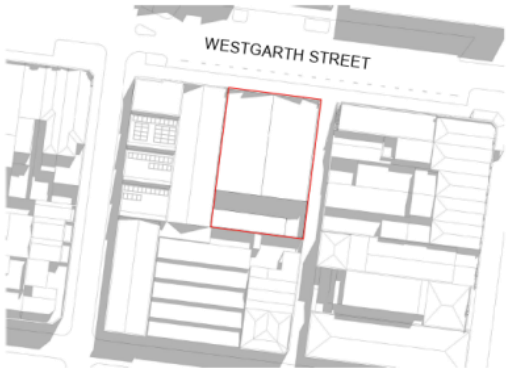
Project no. **0032**
Scale **As indicated**
Sheet size **A3**
Date **2020-04-30**
Revision **2**
Sheet no. **A301**
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

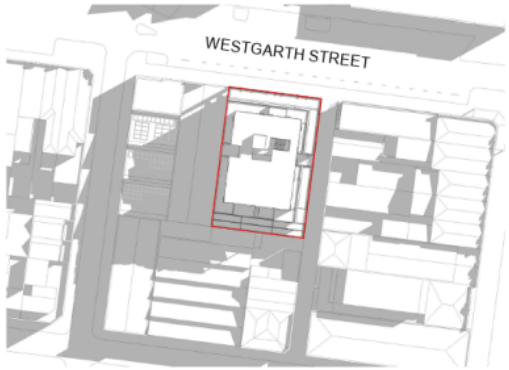
EXISTING 9AM SHADOWS
22ND SEPTEMBER



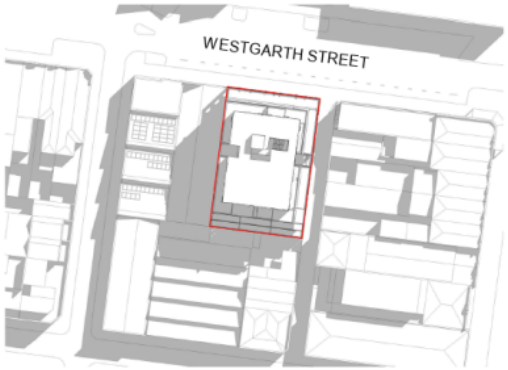
EXISTING 10AM SHADOWS
22ND SEPTEMBER



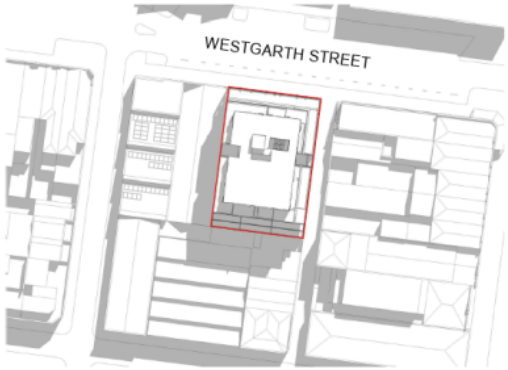
EXISTING 11AM SHADOWS
22ND SEPTEMBER



PROPOSED 9AM SHADOWS
22ND SEPTEMBER



PROPOSED 10AM SHADOWS
22ND SEPTEMBER



PROPOSED 11AM SHADOWS
22ND SEPTEMBER

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW ANALYSIS 1

Project no. **0032**
Scale **1:1000**
Sheet size **A3**
Date **2020-04-30**
Revision **2**
Sheet no. **A040**
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

EXISTING 12PM SHADOWS
22ND SEPTEMBER

EXISTING 1PM SHADOWS
22ND SEPTEMBER

EXISTING 2PM SHADOWS
22ND SEPTEMBER

PROPOSED 12PM SHADOWS
22ND SEPTEMBER

PROPOSED 1PM SHADOWS
22ND SEPTEMBER

PROPOSED 2PM SHADOWS
22ND SEPTEMBER

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW ANALYSIS 2

Project no. **0032**
Scale **1:1000**
Sheet size **A3**
Date **2020-04-30**
Revision **2**
Sheet no. **A041**
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

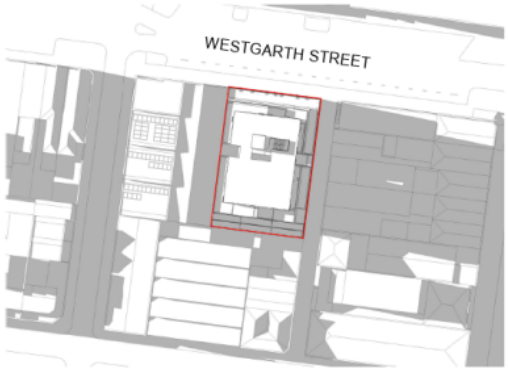
EXISTING 3PM SHADOWS
22ND SEPTEMBER

EXISTING 4PM SHADOWS
22ND SEPTEMBER

EXISTING 5PM SHADOWS
22ND SEPTEMBER

PROPOSED 3PM SHADOWS
22ND SEPTEMBER

PROPOSED 4PM SHADOWS
22ND SEPTEMBER



PROPOSED 5PM SHADOWS
22ND SEPTEMBER

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NOTES

- PLANNING SUBMISSION 2019-12-18
- RFI RESPONSE 2020-04-30

Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW ANALYSIS 3

Project no. **0032**
Scale **1:1000**
Sheet size **A3**
Date **2020-04-30**
Revision **2**
Sheet no. **A042**
NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

9AM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 11.8m²
AREA OF DIRECT SUNLIGHT - 9.2m²

10AM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 22.6m²
AREA OF DIRECT SUNLIGHT - 19.0m²

AREA OF ADDITIONAL SHADOW

AREA OF EXISTING SHADOW

PRIVATE OPEN SPACE

COVERED/PARTIALLY COVERED PRIVATE OPEN SPACE

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NOTES

- PLANNING SUBMISSION 2019-12-18
- RE-SUBMISSION 2020-04-30

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SHADOW ANALYSIS

Project no. 0032
Scale 1:1000
Sheet size A3
Date 2020-04-30
Revision 2
Sheet no. A043

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

11AM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 39.2m²
AREA OF DIRECT SUNLIGHT - 15.1m²

12PM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 59.7m²
AREA OF DIRECT SUNLIGHT - 2.9m²

AREA OF ADDITIONAL SHADOW

AREA OF EXISTING SHADOW

PRIVATE OPEN SPACE

COVERED/PART COVERED/PARTIALLY PRIVATE OPEN SPACE

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NOTES

- PLANNING SUBMISSION 2019-12-18
- RFI RESPONSE 2020-04-30

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SHADOW ANALYSIS

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-04-30
Revision 2
Sheet no. A044

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

1PM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 58.7m²
AREA OF DIRECT SUNLIGHT - 0.1m²

2PM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 52.8m²
AREA OF DIRECT SUNLIGHT - 0.2m²

AREA OF ADDITIONAL SHADOW

AREA OF EXISTING SHADOW

PRIVATE OPEN SPACE

COVERED/PARTIAL COVERED PRIVATE OPEN SPACE

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NOTES

- PLANNING SUBMISSION 2019-12-18
- RFI RESPONSE 2020-04-30

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SHADOW ANALYSIS

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-04-30
Revision 2
Sheet no. A045

NOT FOR CONSTRUCTION

Attachment 2 - PLN19/0922 - 82 Westgarth Street Fitzroy - Advertised Plans

3PM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 23.8m²
AREA OF DIRECT SUNLIGHT - 18.6m²

4PM SHADOWING
TOTAL POS - 86m²
COVERED POS - 31m²
AREA OF ADDITIONAL SHADOW - 7.4m²
AREA OF DIRECT SUNLIGHT - 13.8m²

AREA OF ADDITIONAL SHADOW

AREA OF EXISTING SHADOW

PRIVATE OPEN SPACE

COVERED/PART COVERED PRIVATE OPEN SPACE

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NOTES

- PLANNING SUBMISSION 2019-12-18
- RFI RESPONSE 2020-04-30

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SHADOW ANALYSIS

Project no. 0032
Date 2020-04-30
Scale 1 : 100
Revision 2
Sheet size A3
Sheet no. A046

NOT FOR CONSTRUCTION

Attachment 3 - PLN19/0922 - 82 Westgarth Street Fitzroy - Traffic Engineering Comments (Advertised Plans)

CITY OF YARRA

MEMO

To: **Nish Goonetilleke**

From: **Artemis Bacani**

Date: **9 July 2020**

Subject: **Application No:** **PLN19/0922**
Description: **Seven Storey Residential Development**
Site Address: **82 Westgarth Street, Fitzroy**

I refer to the above Planning Application received on 1 June 2020 in relation to the proposed development at 82 Westgarth Street, Fitzroy. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
O'Brien Traffic	*Traffic Impact Assessment*		30 April 2020
Walter & Walter	A000 *Cover Page*		30 April 2020
	A100 *Proposed Basement Plan*	2	30 April 2020
	A101 *Proposed Ground Floor Plan*	2	30 April 2020
	A200 *Proposed North Elevation*	2	30 April 2020
	A201 *Proposed East Elevation*	2	30 April 2020
	A203 *Proposed West Elevation*	2	30 April 2020
	A300 *Section N-S*	2	30 April 2020
Low Impact Development Consulting	*Waste Management Plan*		19 December 2019

CAR PARKING PROVISION

Proposed Development

Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Two-bedroom dwelling	21	1 space per dwelling	21	22
Three-bedroom dwelling	3	2 spaces per dwelling	6	
		Total	**27 Spaces**	**22 Spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

A reduction of five car spaces is sought for the development.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment
In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- *Anticipated car Ownership Rates of Occupants*.
  O'Brien Traffic have sourced average car ownership data for the Fitzroy area from the 2016 ABS Census data. The data indicates that two-bedroom flat type dwellings have an average car ownership of 0.80 cars per household and three-bedroom dwellings have an average of 1.10 cars per dwelling. The data also indicates that some 35 % of two-bedroom dwellings do not own a motor vehicle and for the three-bedroom dwellings, some 26 % do not own a motor vehicle. The census data suggests that there is a market demand for dwellings without any on-site parking, especially if located close to public transport nodes.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:
  - Brunswick Street trams – 50 metre walk
  - Alexandra Parade buses – 150 metre walk
  - Nicholson Street trams – 250 metre walk
  - Smith Street trams – 550 metre walk

- *Multi-Purpose Trips within the Area*.
  Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site is easily accessible by pedestrians and bicycles.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand
Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking*.
  To determine the on-street car parking demands in the surrounding area, the car parking occupancy survey for the development at 299 Brunswick Street and 103-105 Johnston Street, Fitzroy, (Planning Application PL05/1030.02) has been referenced. Ratio Consultants had commissioned on-street parking occupancy surveys in the surrounding area on Friday 2 March 2018 between 6.00pm and 12.00am, and Saturday 3 March 2018 between 12.00pm and 12.00am. The survey area encompassed sections of Brunswick Street, Fitzroy Street, Young Street, Kerr Street, Argyle Street, Johnston Street, Victoria Street, and Greeves Street. The occupancy survey had identified an inventory of up to 346 spaces in the study area. The results indicate that no fewer than 38 vacant spaces were recorded (at 1:00pm on the Saturday). Visitors to the site would be fully aware that parking demand in the surrounding streets are high and instead choose to commute to the site by more sustainable transportation modes.

- *Access to or Provision of Alternative Transport Modes*.
  The site has very good access to public transport and connectivity to the Principal Bicycle Network. Carshare pods are available within walking distance of the site and provide an alternative mode of transportation for residents. A Goget car share pod is located in Westgarth Street, approximately 20 metres east of the site.

- *Relevant Local Policy or Incorporated Document*.
  The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of car parking spaces associated with the development is considered appropriate in the context of the site and the surrounding area.

The Civil Engineering unit has no objection to the reduction in the car parking requirement for this site.

TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by O'Brien Traffic is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (24 dwellings)	4 trips per day for each two-bedroom dwelling 6 trips per day for each three-bedroom dwelling 10 % of daily traffic in each peak hour	102	10	10

Directional Splits and Traffic Distribution
Directional split assumptions in each peak hour for the residential traffic –

- AM Peak – 80 % outbound (8 trips), 20 % inbound (2 trips); and
- PM Peak – 40 % outbound (4 trips), 60 % Inbound (6 trips).

All development traffic would be utilising the laneway along the eastern boundary of the. It is agreed that the traffic generated by the development should not have a detrimental impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Via Laneway	The roller door width is not dimensioned on the drawings.
Headroom Clearance	The roller door has a headroom clearance of 2.7 metres to satisfy *AS/NZS 2890.1:2004*.
Vehicle Turning Movements – Via Laneway	The swept path diagrams for the B85 design vehicle satisfactorily demonstrates entry and exit movements to and from the car park off the laneway.
Mechanical Parking	
Car Stacker Device	All of the development's car parking would be accommodated using the Klaus 4200-210. This device has a platform width of up to 2.7 metres and a platform length of 5.4 metres to comfortably accommodate a B85 design vehicle.

Internal Floor to Ceiling Height	The proposed car stacker device has a clearance height of 4.05 metres. The internal clearance height inside the car park is 4.5 metres. The car stacker device can easily be accommodated inside the car park.
Vehicle Clearance Height	The Klaus 4200-210 model provides a vehicle clearance height of 2.0 metres for the ground platform below to satisfy *Design standard 4 – Mechanical parking*.

Item	Assessment
Mechanical Parking	
Vehicle Turning Movements – Car Stacker Device	The swept path diagrams for a B85 design vehicle satisfactorily demonstrates entry and exit movements to and from the stacker platforms.
Gradients	
Ramp Grade for First 5.0 metres inside Property	The ramp grade for the first 5.0 metres inside the property consists of a 1 in 10 grade for the first 1.3 metres followed by a flat section. The proposed ramp grades for the first 5.0 metres inside the property satisfy *Design standard 3 – Gradients*.
Other	
Proposed Vehicle Access – Via Laneway	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab (including the levels at the top and bottom of the 1 in 10 ramp grade).

Design Items to be Addressed

Item	Details
Roller Door Width	To be dimensioned on the drawings.
Visibility	It is recommended for the applicant to install a convex mirror on the north side of the car park entrance off Dight Street. The placement of convex mirrors should be angled to provide optimum view of pedestrians along the footpath.
Proposed Vehicle Access – Rear Laneway	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab (including the levels at the top and bottom of the 1 in 10 ramp).
Waste Collection Arrangements	According to the applicant, waste collection arrangements for the development will be performed on Westgarth Street. The Civil Engineering unit has no objection to this proposal.
Service Cabinet Doors	Any service cabinet door opening onto a Public Highway must swing180-degrees and be latched to the building when opened.

Attachment 3 - PLN19/0922 - 82 Westgarth Street Fitzroy - Traffic Engineering Comments (Advertised Plans)

ENGINEERING CONDITIONS
Civil Works

Upon the completion of all building works and connections for underground utility services,

- The kerb and channel along the property's Westgarth Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost.
- The footpath along the property's Westgarth Street frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council.
- The half width road pavement of Westgarth Street (in between the south kerb to the centre of the road) must be profiled (grinded) and re-sheeted to Council's satisfaction and at the Permit Holder's cost. Any isolated areas of pavement failure must be reinstated with full-depth asphalt. All road markings are to reinstated following the completion of the re-sheet works. The road hump in Westgarth Street must remain intact.
- All redundant vehicle crossing must be demolished and reinstated with pavement and kerb and channel to Council's satisfaction and at the Permit Holder's cost.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.
- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.
- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

Attachment 3 - PLN19/0922 - 82 Westgarth Street Fitzroy - Traffic Engineering Comments (Advertised Plans)

Car Stacker Device

- The car stacker devices must be installed, operated and maintained in accordance with the manufacturer's specifications and requirements.
- No pipes, ducting or protrusions from the ceiling or walls are to be installed above or within the space clearance envelopes for the car stacker devices.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Attachment 4 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (Advertised Plans)

City of Yarra
Heritage Advice

Application No.: PLN19/0922

Address of Property: 82 Westgarth Street, Fitzroy

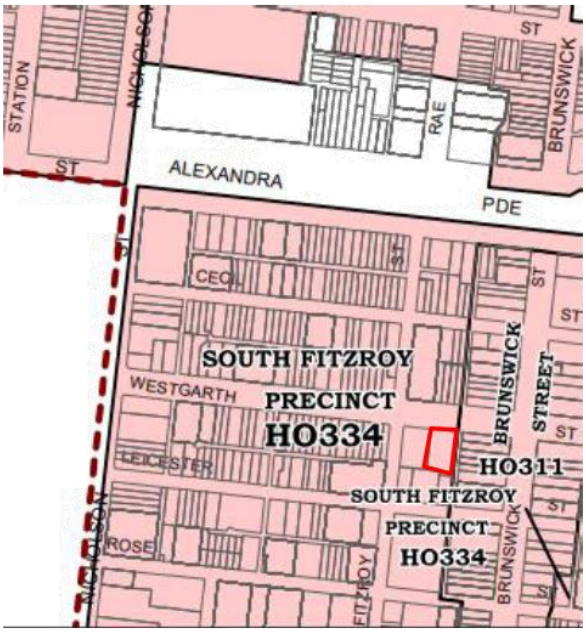
Planner: Nish Goonetilleke

Yarra Planning Scheme References: Clauses 43.01, 21.05 and 22.02

I provided brief advice previously

Heritage Overlay No. HO334 **Precinct:** South Fitzroy

Abuts the Brunswick Street Precinct (HO311).



Heritage Overlay Map

Level of significance

No. 82 Westgarth Street, Fitzroy, a factory/warehouse constructed c.1950 - 1960, is not listed in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*. (*Rev. May. 2018*). It is assumed from this omission and it is obvious from a site inspection that the building is Not contributory.

Attachment 4 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (Advertised Plans)

Nos. 81 - 87 Westgarth Street, Fitzroy, Fitzroy, a row of single storey brick cottages, constructed 1880 – 1890, are Individually significant. They are opposite the subject site.

Proposal

Demolition of all existing fabric and construction of a 7 level building above a basement.

Drawing Numbers

A set of architectural drawings prepared by Walter&walter, marked "Not for Construction" and with no Council date stamp and as per Council's website.

Context Description

This part of Westgarth Street, west of Brunswick Street, is somewhat mixed and contains non-heritage warehouse/office/factory buildings and single and double-storey Individually significant and Contributory terraces and dwellings. Generally in this corner of Fitzroy the area is mixed with a number of non-contributory sites having been redeveloped with apartments up to approximately 6 storeys and with the upper levels being set well back to make them less apparent.

In this part of Westgarth Street, the double-storey street walls are generally equivalent to 3 modern storeys, leaving aside single storey cottages and terraces. Some sites are built to the property line while others have shallow front garden setbacks.

The site is in close proximity to Brunswick Street (HO 311).

Assessment of Proposed Works

Demolition

Demolition as proposed is acceptable.

Proposed works

Built form (height/setbacks)

The overall height is 23.72 metres and with 14.12 metres being on the property line i.e. the street wall/podium. Of itself this dimension is similar to a triple storey Victorian commercial building such as a hotel. This is disproportionate to the single storey and double storey Victorian buildings in the streetscape. The latter are generally approximately 10 metres in height. This height together with the top 3 levels is too high for the context.

The site is in close proximity to the Brunswick Street Precinct and nothing should be visible above the double storey shops on the west side of Brunswick Street in a standard sightline. Brunswick Street is significant for, *inter alia, viz.*:

- As an important commercial precinct in Fitzroy particularly expressive of the late 19th and early 20th centuries when its influence extended throughout Melbourne, that includes:
  - continuity and high integrity of upper level façades to their construction dates and use of a consistent facade module that promotes visual unity;

Further, Cl. 21.04-1 states *inter alia, viz.*:

> **Objective 14 To protect and enhance Yarra's heritage places.**
>
> Strategy 14.3 Protect the heritage skyline of heritage precincts.
>
> Strategy 14.5 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

At the Ground floor there is a shallow setback of 2.2 metres behind the façade/street wall which is on the property line. This is acceptable. There are no side setbacks which is appropriate.

At Levels 1 – 3 the street wall is comprised of a number of nibs and angled columns which project beyond the property line and which are infilled by steel balustrades. Nothing should project beyond the property line. In addition their design intent is not evident. Behind them is a setback of 2.2 metres at Levels 1 – 3 which is articulated at Level 1 and straight at Levels 2 and 3. The increase of the setback to 3 metres at Levels 4 and 5 is inconsequential in combination with height. The setback of 4.980 metres at Level 6 is also inconsequential in combination with height and is somewhat negated by the balcony balustrade which projects into the setback by 2.180 metres.

In summary, Levels 1 – 4 have elements on/or projecting beyond the property line. While the setbacks provide balconies they do nothing to reduce visual bulk as they are behind the street wall i.e. at Ground to Level 3. Likewise the setbacks on the levels above do nothing to reduce visual bulk. The building will not be visually recessive and will dominate this part of Westgarth Street. The building is too high and too bulky, the latter at the podium/street wall component, and there are insufficient setbacks at the upper levels. At least 1 level needs to be deleted from the podium/street wall component, and 1 from the levels above leaving 5 levels in total. The setbacks above the street wall i.e. of Level 4 and above need to be increased. I note that there is an unencumbered rear setback of 3 metres at Levels 4 - 6. Potentially this would assist in setting further back from Westgarth Street.

I note that on Sheet A107 the setback of Level 6 is dimensioned as 4.830 metres and also as 2.180 + 2.800 metres which is 4.980 metres. This needs clarification.

I also note what appear to be 3 square section columns in the balcony of Levels 4 and 5. These are not obvious on the East or West elevations (Sheets A201 and A203) but they might be on the N-S Section (Sheet A300). This needs clarification e.g. what are they and exactly where.

There are examples of similar interfaces at the street level e.g. Wellington Street (south of Alexandra Parade), Gore Street (corner Charles Street), Cheesegrater (Napier Street) and other locations where the balcony/terrace abuts the property line and has a high screen on the boundary. They appear awkward and somewhat jarring in the streetscape. This is in contradistinction to low cast iron or timber picket fences and open space above which allow views from the street to penetrate beyond the boundary to the façade. Effectively the screen on the boundary forms a visual and physical barrier unlike a typical fence where the public realm and private space merge together and add to the heritage qualities of the streetscape. This is not to be confused with a masonry wall on the property line. The treatment of the Ground level façade needs to be reconsidered.

Materials/Colours

The west elevation, which will be highly visible and the most visible elevation other than for the façade, is mostly precast concrete with a natural finish (PC1) which is aesthetically rudimentary

and utilitarian. The east elevation also has elements of the same material but less of it. In views from the west along Westgarth Street the concrete will be overbearing, ugly and likely to acquire a less pristine appearance sooner rather than later as numerous examples of this material and finish have done elsewhere in Yarra. This would be unacceptable and also if any areas are visible from Brunswick Street. At the very least any visible areas should be textured e.g. Reckli panels.

Recommendation / Comments:

Not approved.

Nothing should project beyond the property line. All façade columns and nibs should be brought back to this line.

Clarify the setback of Level 6 on Sheet A107.

Clarify what/where the 3 square section columns in the balcony of Levels 4 and 5 are and their purpose.

Delete 1 level from the podium/street wall component, and 1 from the levels above leaving 5 levels in total.

Increase the front setbacks above the street wall i.e. of Level 4 and above to reduce visual bulk and to make them recessive and not dominant.

The street wall should only be carried up to Level 3. Any levels above should have unencumbered/open setbacks of sufficient depth to make them less apparent, recessive and not dominant.

Reconsider the treatment of the Ground level façade.

Reconsider the use of precast concrete on visible wall surfaces and prefer something more aesthetic, textured and which will retain a pristine appearance over time.

Signed:

Robyn Riddett

Director – Anthemion Consultancies

Date: 10 July, 2020.

Attachment 4 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (Advertised Plans)

Figure 1 *The subject site.*

Figure 2 *South side of Westgarth Street looking east towards Brunswick Street.*

Attachment 4 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (Advertised Plans)

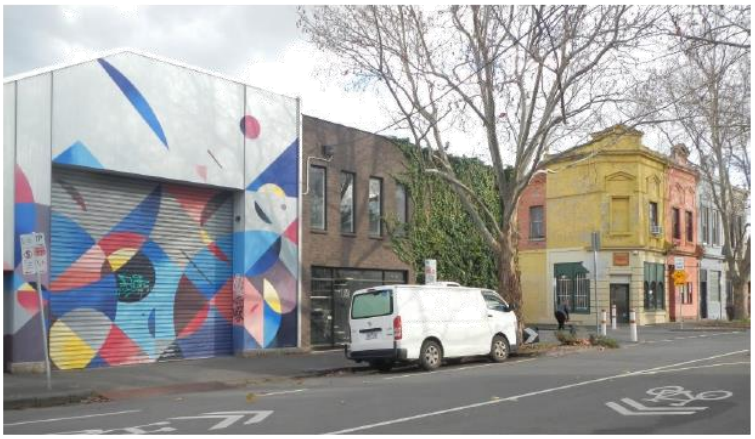


Figure 3 *South side of Westgarth Street looking west towards Fitzroy Street and beyond.*

Figure 4 *North side of Westgarth Street looking west towards Fitzroy Street and beyond.*

Attachment 4 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (Advertised Plans)

Figure 5 *North side of Westgarth Street directly opposite the subject site.*

Figure 6 *North side of Westgarth Street looking east towards Brunswick Street.*

Figure 7 *The corner of Brunswick and Westgarth Streets showing the proximity of the subject site.*

Attachment 4 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (Advertised Plans)

Figure 7 *Any visual impacts above these buildings as viewed in a standard sightline from Brunswick Street would be a concern.*

Attachment 5 - PLN19/0922 - 82 Westgarth Street Fitzroy - Internal Urban Design Comments (Advertised Plans)

CITY OF YARRA

MeMO

TO:	Nish Goonetilleke (Statutory Planning)
FROM	Christian Lundh (Urban Design)
DATE:	26 June 2020
SUBJECT:	82 Westgarth Street, Fitzroy
APPLICATION NO:	PLN19/0922
DESCRIPTION:	Application for the full demolition of existing building and construction of a seven (7) storey building containing 24 dwellings (no permit required for use), including associated reduction in the statutory car parking requirements.

COMMENTS SOUGHT

Urban Design comments have been sought on the development at the above address, in particular on the public realm interface to Westgarth Street and adjacent laneway.

Comments are provided below and are based on review of the following documents;

- Landscape Plan, Level 1 (Land Design Partnership, 19 March 2020); and
- Architectural Plans (W&W, 19 February 2020).

COMMENTS SUMMARY

In summary, the drawings are not yet acceptable from an Urban Design perspective. Detailed comments are provided below and overleaf and we request that the applicant provides a response to each of these items.

Note: The extent of this review is limited to the proposed development's integration with the streetscape and public realm.

COMMENTS

Details required on drawings:

The following details are required on the drawings:

- Further details relating to ground floor garden bed along foot path interface, including but not limited to landscape section showing width/depth, edge treatment, irrigation and drainage.
- Proposed paving material to entrance and egress thresholds.
- Show further details of existing and proposed on-street parking arrangements.
- Add notes referring to removal of existing vehicle crossover and installation of bluestone kerb and channel and footpath/road surfaces as required to match existing and in accordance with CoY standard details.

Additional details that are required on the drawings are discussed in the relevant sections overleaf.

Attachment 5 - PLN19/0922 - 82 Westgarth Street Fitzroy - Internal Urban Design Comments (Advertised Plans)

1. Capital works

There are currently (June 2020) no known capital works being led by the Urban Design team directly around the site scheduled for 2020/2021

2. Ground Floor Interface

Garden Beds

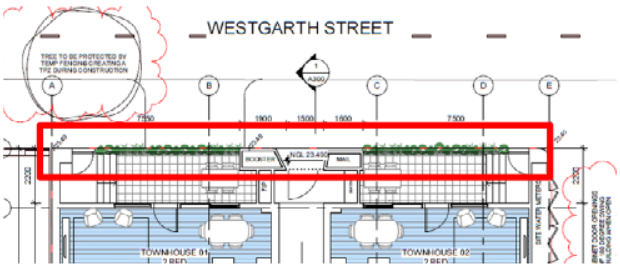
It is unclear if the proposed garden beds are flush with the footpath or raised. The proposed garden bed configuration shown is not supported, including but not limited to the following concerns;

- Width and depth not provided, concern healthy plant growth cannot be achieved.
- Single row of plants / species, which may result in unsightly gaps if specimen fails.
- Plants will overhang and obstruct the footpath.
- No noted irrigation and drainage.
- No formal edge along interface to footpath.
- Risk for ongoing maintenance and plant replacement that may lead to future infill of paving material.

To allow Council to make an informed decision relating to the proposed garden bed along the street frontage, all of the above listed concerns must addressed accordingly and demonstrated in minimum of one landscape section.

A minimum garden bed width of 300mm (not including edges) and adequate depth must be provided

Further consideration;
Raised edge within the property boundary is preferred and a mix of 2-3 plant species.



3. Street Trees

Protection of existing tree

Refer to comments from Council Streetscape and Natural Values for any comments about protection of existing street tree during construction.

Potential Additional Street Tree

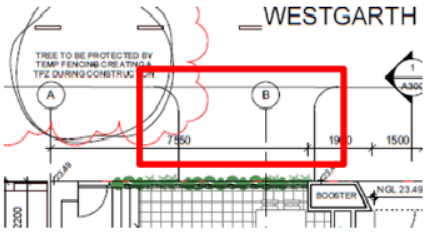
Investigate opportunity to install an additional street tree in the space available when the existing vehicle crossover is removed and replaced with CoY standard footpath.

- Location to be coordinated with Council traffic and other relevant departments.
- Additional street tree to be installed in roadway pavement cut out as per Council Standard detail.
- The developer is requested to contribute to the cost of planting one (1) new street tree within the roadway adjacent the subject site, which would cover tree sourcing, planting and 2 years of maintenance. Exact species and locations are to be determined by Council, and a cost for this planting can be provided on request.
- Street tree planting will be undertaken by Council once developer contribution is received and time for planting is appropriate (including but not limited to construction works completed and within planting season).

Attachment 5 - PLN19/0922 - 82 Westgarth Street Fitzroy - Internal Urban Design Comments (Advertised Plans)

4. Surface materials

- Provide further details and information of proposed paving material to entrance and egress thresholds.
- Detail required of delineation between public and private realm (garden bed), preferred raised edge to protect garden bed planting.
- Removal and replacement of the existing crossover with kerb / channel and pavement to match existing adjacent and in accordance with relevant Council details.



Attachment 6 - PLN19/0922 - 82 Westgarth Street Fitzroy - ESD Comments (Advertised Plans)

Sustainable Management Plan (SMP)

Referral Response by Yarra City Council

ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category *Residential 1. Ten or more dwellings*.

What is a Sustainable Management Plan (SMP)?
An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.
The following comments are based on the review of the architectural drawings, prepared by Walter & Walter (prepared 4th April 2020), and the accompanying SMP, prepared by LID (prepared 19th December 2019) and Daylight Modelling Report also prepared by LID (prepared 1st April 2020).

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

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Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

Assessment Summary:

Responsible Planner:		Nish Goonetilleke	
ESD Advisor:		Euan Williamson	
Date:	26.6.2020	Planning Application No:	PLN19/0922
Subject Site:		85 Westgarth Street, Fitzroy	
Site Area:	Approx. 606m^2	Site Coverage:	100%
Project Description:		Seven storey residential building.	
Pre-application meeting(s):		None.	

The standard of the ESD meets Council's Environmental Sustainable Design (ESD) best practice standard. *Should a permit be issued, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.*

(1) Applicant ESD Commitments:
- Average 6.9 Star (minimum) NatHERS ratings for dwellings.
- A STORM report has been submitted that relies on runoff from approximately 398m^2 of roof connected to 8,000 litres of rainwater storage for toilet flushing (for dwellings with 20 bedrooms or eq.)
- Solar preheated electric heat pump hot water system with highly insulated ring main.
- A 12 kWp solar PV array to contribute to onsite electricity consumption.
- Energy efficient heating/cooling and lighting.
- Water efficient fixtures and taps.
- Balcony overhangs and wing-walls and some vertical elements provide reasonable summer solar gain protection. The sample NatHERS ratings comply with the maximum BADS Standard D6 for cooling loads (30MJ/m^2). Please ensure that all dwellings meet this cooling threshold.
- Embedded network with renewable energy purchasing through PPA or Green Power.
- SMP states that there are 30 secure bicycle parking spaces across the site for residents of 22 dwellings, plus 6 for visitors.
- Electric vehicle charging power supply to at least 5% of car parking spaces.

(2) Application ESD Deficiencies:
- Satisfactory access to daylight across the development, providing that the reflectivity of internal courtyard materials/finish matches the 80% reflectivity assumed in the daylight modelling. Recommend all external finishes on internal courtyard/atrium have a minimum light reflectivity of 80% (0.8).
- Most dwellings' access to natural ventilation is very good, with the one exception of Apartment 101. Recommend that a transom window, vent or similar is introduced into the back wall of Apartment 101, or above the front door to improve access to natural ventilation to this dwelling.

(3) Outstanding Information:
- Please clarify the bike parking numbers. There are 28 in the basement and 30 noted in the SMP. Please also highlight the location of the 6 visitor parking spaces on the ground floor that cannot be identified.

(4) ESD Improvement Opportunities
- Recommend comprehensive commissioning and tuning of all major appliances and building services.
- Consider FSC certified sustainable timber for all timber uses onsite.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

- Recommend that an Environmental Management Plan will monitor and control activities undertaken during construction.

Further Recommendations:
The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	Dwellings' access to natural ventilation is very good, with the one exception of Apartment 101.	Recommend that a transom window, vent or similar is introduced into the back wall of Apartment 101, or above the front door to improve access to natural ventilation to this dwelling.	2
Daylight & Solar Access	Satisfactory access to daylight across the development, provided that the reflectivity of internal courtyard materials/finish matches the 80% reflectivity assumed in the daylight modelling.	Recommend all external finishes on internal courtyard/atrium have a minimum light reflectivity of 80% (0.8).	2
External Views	External views from all dwellings.	-	1
Hazardous Materials and VOC	All paints, sealants and adhesives a will be low-VOC type. All engineered timber products to have low/no formaldehyde content	-	1
Thermal Comfort	Good thermal comfort is determined through a combination of good access to ventilation, balanced passive heat gains and high levels of insulation. The application proposes: - Good natural ventilation - Some shading through balcony overhangs and wingwalls, some vertical shade elements. - Above average thermal efficiency standards.	Please refer to section on, *NCC Energy Efficiency Requirements Exceeded* and *Effective Shading*	1

* **Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	Average 6.9 Star (minimum) NatHERS ratings for dwellings.	-	1
Hot Water System	Solar preheated electric heat pump hot water system with highly insulated ring main.	-	1
Peak Energy Demand	Peak demand reduced through various initiatives.	-	1
Effective Shading	Balcony overhangs and wing-walls and some vertical elements provide reasonable solar gain protection. The sample NatHERS ratings comply with the maximum BADS Standard D6 for cooling loads (30MJ/m^2). Please ensure that all dwellings meet this cooling threshold.	-	1
Efficient HVAC system	Reverse cycle inverter split AC units within one star of best available.	-	1
Efficient Lighting	Energy efficient LED lighting 20% improvement on NCC minimum requirements.	-	1
Electricity Generation	A 12kWp solar PV array to contribute to onsite electricity consumption.	-	1
Other	Embedded network with renewable energy purchasing through PPA or Green Power.	-	1

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net
Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Water efficient taps and fittings throughout, including: - 3 Star WELS showers <6 litres/min - 4 Star WELS toilets - 5 Star WELS tapware - 4 Star WELS dishwashers - 4 Star WELS washing machine	-	1
Water for Toilet Flushing	A 8,000 litre rainwater tank connected to all toilets for flushing (dwellings with 20 bedrooms).	-	1
Water Meter	Separate meters for dwellings.	-	1
Landscape Irrigation	Water efficient landscaping.	-	1
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report has been submitted that relies on runoff from approximately 398m² of roof connected to 8,000 litres of rainwater storage for toilet flushing (for dwellings with 20 bedrooms or eq.)	-	1
Discharge to Sewer	-	-	-
Stormwater Diversion	-	-	-
Stormwater Detention	-	-	-
Stormwater Treatment	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Minimum 50% recycled glass content in insulation	-	1
Embodied Energy of Concrete and Steel	20-35% recycled content cement replacement.	-	1
Sustainable Timber	All framing timber will be FSC or AFS accredited. No unsustainable tropical hardwoods.	Consider FSC certified sustainable timber for all timber used onsite.	4
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
Other	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Basement car parking.	-	1
Bike Parking Spaces	SMP states that there are 30 secure bicycle parking spaces across the site for residents of 22 dwellings, plus 6 for visitors.	Please clarify the bike parking numbers. There are 28 in the basement and 30 noted in the SMP. Please also highlight the location of the 6 visitor parking spaces on the ground floor that cannot be identified.	3
End of Trip Facilities	NA	-	1
Car Share Facilities	No information provided.	-	1
Electric vehicle charging	Electric vehicle charging power supply to at least 5% of car parking spaces.	-	1

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A Construction Waste Management Plan with a recycling/reuse target of 80% for construction and demolition waste.	-	1
Operational Waste Management	General waste and recycling, organic/green waste and e-waste also.	-	1
Storage Spaces for Recycling and Green Waste	Area for bins can be identified on the plans.	-	1
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002)
www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	NA
Maintaining / Enhancing Ecological Value	Vegetated with mostly local native vegetation.	-	1
Heat Island Effect	No specific information has been submitted.	-	1
Communal Spaces	Residential common areas and landscaping.	-	1

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	No information has been provided.	Recommend comprehensive commissioning and tuning of all major appliances and building services.	4
Building Users Guide	Building Users Guide will be provided to the residents and building users.	-	1
Contractor has Valid ISO14001 Accreditation	-	-	-
Construction Management Plan	No information has been provided.	Recommend that an Environmental Management Plan will monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council

Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 7 - PLN19/0922 - 82 Westgarth Street Fitzroy - Open Space Comments (Advertised Plans)

Memo

To:	**Nish Goonetilleke**
Cc:	**Julia Mardjuki;**
From:	**Kevin Ayrey**
Date:	**23rd June 2020**
Subject:	**PLN19/0922 – 82 Westgarth Street, Fitzroy - open space feedback**

Dear Nish,

I have reviewed the Landscape Plans for 82 Westgarth St, Fitzroy, as provided by Land Design Partnership, dated 19/03/20.

Landscaping and planting is shown on the ground level, and level 1. The drawings provided give a clear indication of what plants are proposed for where. A planning permit would require a plant schedule and planting plan with the information below included –

- Proposed plant schedule with botanical name, common name, mature height and spread, installation size and plant spacing's;
- Planting plans showing plant locations and quantities;
- A legend containing key features, materials and surfaces.

Courtyard Trees

The *Acer palmatum* will grow in partial shade, so may be successful in the courtyard location.

The *Lagerstroemia* 'Natchez' requires full sun so is not suitable for this shaded location.

Understorey Plants

The understorey plants are suitable for shaded garden beds, and the plant species are acceptable.

Details

Suitable details have been provided for the planters to be used, including soil depths. The soil media will need to be specified and dimensions for the planters should also be included on the landscape plan.

Irrigation and Maintenance notes

Notes on irrigation and maintenance would also be required -

- Information on irrigation and drainage systems
- Notes on the maintenance schedule, tasks and duration

Load bearing weights for the building need to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of soil media, planter box and plant mass proposed.

Please feel free to contact me if you would like me to clarify my comments (ph. 9205 5770).

Attachment 7 - PLN19/0922 - 82 Westgarth Street Fitzroy - Open Space Comments (Advertised Plans)

Sincerely,

Kevin Ayrey

Landscape Architect

Open Space Planning & Design

Attachment 8 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (Advertised Plans)

Goonetilleke, Nish

From: Athanasi, Atha
Sent: Friday, 12 June 2020 10:34 AM
To: Goonetilleke, Nish
Subject: RE: PLN19/0922 - 82 Westgarth Street Fitzroy - WMP Referral

Hi Nish,

The waste management plan for 82 Westgarth Street, Fitzroy authored by Lid Consulting and dated 19/12/19 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Please detail the total space of the waste storage area in M^2.
2. Please detail the total footprint of suggested bins in M^2.
3. Council does not offer a hard waste drop off service please check website for items accepted at the recycling centre.
4. Waste generation rates should align with Yarra's MUD Guidelines.
5. The WMP has conflicting information regarding Council and private collection procedures.
6. Reference to collections from Stawell street must be amended.
7. Council bins must be placed on the kerb for collection. The footpath must allow 1.5m for access and egress for pedestrians.
8. Council collection service does not offer option to increase frequency.
9. Council does not alter signage with regards to waste services at developments.
10. Provide details on path of access from the bin store to the bin collection point.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Goonetilleke, Nish
Sent: Monday, 1 June 2020 12:35 PM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: PLN19/0922 - 82 Westgarth Street Fitzroy - WMP Referral

Attachment 8 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (Advertised Plans)

Hi Atha,

Hope you're well and staying safe!

I was hoping you could provide comments on the WMP for the following planning application:

Application No.: PLN19/0922
Address: 82 Westgarth Street Fitzroy
Description: Full demolition of the existing building and construction of a seven (7) storey building containing 24 dwellings (no permit required for use), including associated reduction in the statutory car parking requirements.

Please see link for all documentation: https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/05/15/pln190922

If you have any queries or need any further information, please let me know.

Kind regards,

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

T (03) 9205 5005
E Nish.Goonetilleke@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

Attachment 9 - PLN19/0922 - 82 Westgarth Street Fitzroy - Arborist Comments (Advertised Plans)

CITY OF YARRA

diverse
vibrant
exciting
inclusive

Memo

To: Nish Goonetilleke

Cc:

From: Glen Williames

Date: 1 June 2020

Subject: PLN19/0922 - 82 Westgarth Street Fitzroy

Nish,

As discussed, the small Maple on the Westgarth Street frontage of the site will temporary fencing to be installed forming a Tree Protection Zone prior to the build commencing and remain in place and untouched throughout the duration of the development.

Glen Williames

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

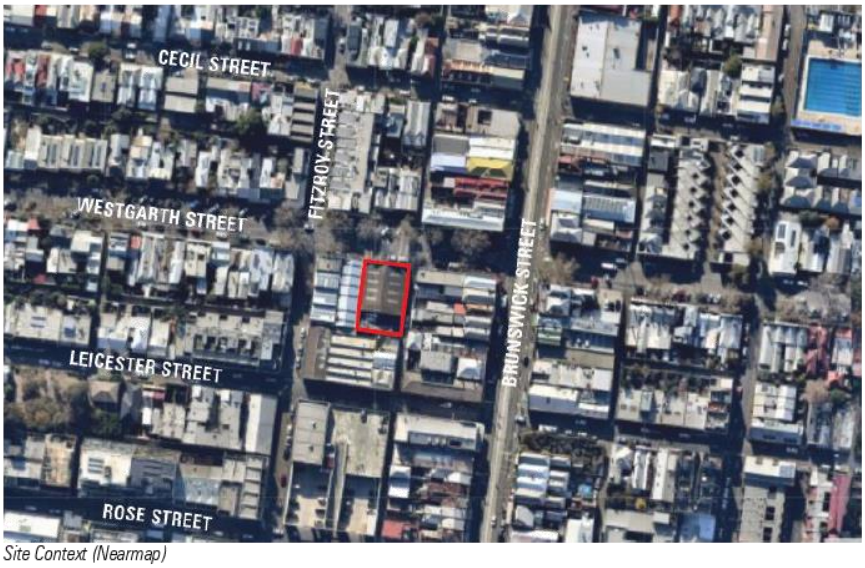
Urban Design Memo

To:	Nish Goonetilleke	Date:	07/06/2020
Company:	City of Yarra	From:	Hansen Urban Design Team
Re:	**82 Westgarth Street, Fitzroy**		

Thank you for the opportunity to review the application package for the proposed 7 storey residential development at **82 Westgarth Street, Fitzroy** as outlined in the advertised plans prepared by Walter and Walter Architects 30th April 2020. Following our site inspection, we have reviewed the relevant background, drawing upon planning policy, analysis of the urban context and on our own intimate knowledge of Fitzroy, having recently worked on several built form framework projects for Council. Our assessment in relation to urban design matters, including a number of recommendations for the refinement of the massing and street presentation, are set down below.

Site and Context

The subject site is located on the southern side of Westgarth Street, running east- west extending between Smith Street to Nicholson Street, intersecting with Brunswick and Fitzroy Streets. Positioned immediately behind the Brunswick Street Major Activity Centre, the site has a 20m wide frontage to Westgarth Street and a depth of 30.3m along the eastern boundary resulting in a total site area of 617m^2. The site currently comprises a single storey brick warehouse building with a tall parapet form concealing the pitched metal roof. The building is positioned to the street and laneway edge and comprises an 8m setback from the southern interface. Vehicular access to the rear of the site is gained via a laneway along the eastern boundary and via a crossover within the Westgarth Street frontage. Pedestrian access to the site is also gained from Westgarth Street.



Site Context (Nearmap)

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

The key site interface conditions are as follows:

- To the immediate **north** is Westgarth Street, a 20m wide road reserve accommodating vehicular traffic in both directions including shared cycle access, angled kerbside parking to the north and parallel parking to the south of the street. Mature London Plane trees are located within kerb extensions, positioned to both sides of the street including pinch points and speed humps (located directly in front of the site) employed for traffic calming. Opposite Westgarth Street are 4 attached single storey heritage brick terraces (81-87 Westgarth Street) with garden setbacks of 3.5m (approx.) and low picket fences. Diagonally opposite the site, to the north west is 75 Westgarth Street & 70 Cecil Street, comprising a 3 storey townhouse development with vehicular access off Fitzroy Street and individual pedestrian access to units on the ground floor. Further to the north are a mix of fine-grain residential dwellings typically of 1 and 2 storeys.
- To the immediate **east**, the site has a direct abuttal to a 3.75m wide laneway, extending north-south between Alexandra Parade and Rose Street. Across the laneway are 6 attached 1 and 2 storey heritage retail forms (401-411 Brunswick Street) fronting Brunswick Street with vehicular access via the laneway to its rear. A 2 storey heritage street wall wraps the corner from Brunswick Street to the laneway adjacent to the subject site. Further to the east is the Brunswick Street commercial spine comprising Tram Route 11 and a prominent collection of fine grain commercial buildings of 1 and 2 storeys comprising a mix of heritage values.
- To the immediate **south,** the site has a direct interface with No.71 Leicester Street, a single storey brick warehouse with a saw tooth roof built to all boundaries aside from a small easement to the north-east corner. Vehicular and pedestrian access is gained via Leicester Street. The site also abuts No.81 Leicester Street, a 2 storey brick heritage building with a contemporary 2 storey addition to the rear, positioned to the street edge with an elaborate parapet cornice wrapping the street. Vehicle access to the site is gained via the eastern laneway. Private open space is located to the rear of the lot, to the common boundary with the subject site.
- To the immediate **west**, the site has a direct interface with 70-76 Westgarth Street (at the corner with Fitzroy Street, comprising a 2 storey warehouse with a metal sawtooth roof built to all boundaries. The Westgarth Street façade comprising climbing vegetation toward the Fitzroy Street corner. Vehicle access to the site is gained via Fitzroy Street. Pedestrian access is provided to both street frontages.

In the wider context, the Westgarth Street streetscape displays a diverse mix of built form including clusters of Victorian terraces and retail buildings of 1 and 2 storeys, interwar dwellings and more recent residential developments to 3 storeys found either side of the street. The allotment pattern within the streetscape is typically fine grain, with larger lots comprising retail and commercial buildings located immediately behind the Brunswick Street spine.

Recent approvals/ constructed buildings in close proximity to the subject site include:

- 419 Fitzroy Street, Fitzroy – 7 storeys – approved
- 41 Kerr Street and 48 Rose Street, Fitzroy – 4 and 6 storeys – constructed
- 71-75 Argyle Street, Fitzroy – 6 storeys – under construction
- 35 Rose Street, Fitzroy – 6 storeys – constructed
- 43 Rose Street, Fitzroy – 6 storeys – constructed
- 61 Rose Street, Fitzroy – 6 storeys – constructed

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

Urban Design Policy Context

The subject site is located within the **Mixed Use Zone (MUZ)** which seeks to:

- *To provide for a range of residential, commercial, industrial, and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities.*
- *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
- *To facilitate the use, development, and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

The site is subject to **Heritage Overlay (HO334)** which applies to the South Fitzroy Precinct, it seeks to *'ensure that development does not adversely affect the significance of heritage places'*. The existing building on the land has been identified as non-contributory. However, adjoining buildings at 71 and 81 Leicester Street to the south of the subject site have been identified to have contributory heritage value.

The site is also affected by the **Environmental Audit Overlay (EAO) and Special Building Overlay (SBO)**.

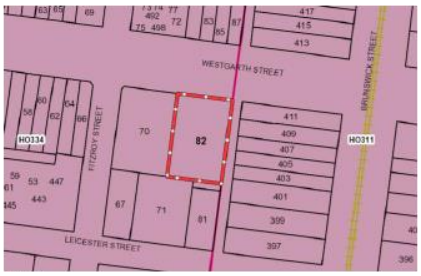
The following State and Local planning policies are considered relevant:

- Clause 11 – Settlement;
- Clause 15 – Built Environment and Heritage;
- Clause 16 – Housing;
- Clause 21.02 – Municipal Profile;
- Clause 21.03 – Vision;
- Clause 21.04 – Land Use;
- Clause 21.05 – Built Form;
- Clause 21.07 – Environmental Sustainability;
- Clause 21.08 – Neighbourhoods;
- Clause 22.02 – Development Guidelines to Sites Subject to Heritage Overlay;
- Clause 22.05 – Interface Uses Policy;
- Clause 22.10 – Built Form and Design Policy; and
- Clause 22.17 – Environmentally Sustainable Development.

Other relevant documents include:

- City of Yarra Urban Design Strategy (2011);
- City of Yarra Built form Review (2003);
- Victorian Urban Design Charter (2010); and,
- Urban Design Guidelines for Victoria (2017).

Zone



Overlay

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

Proposal

The proposal includes the demolition of a single storey warehouse and the subsequent construction of a 7 storey building (23.72m) with a basement level. The building profile comprises a 4 storey street wall with a 2 storey rebate and a recessive cap. Specifically, the proposal comprises the following characteristics:

- A ground floor consisting of 2 townhouses with individual entrances from Westgarth street and a central pedestrian entry to the open lift and lobby area. A secondary pedestrian entrance is provided via the side laneway. The remainder of the ground floor to the rear of the site comprises car stackers accommodated 22 spaces accessed from the eastern laneway;
- A basement level comprising of 28 bike spaces (floor and wall mounted), storage lockers and services;
- A total of 24 dwellings in the form of 21x 2 bedroom units and 3x 3 bedroom apartments have been provided oriented to the north and south, separated by a central building break providing a series of light courts.
- Private open space is provided for each dwelling to the north and south, with wrapping balconies to the eastern laneway proposed at the level 4 podium;
- The overall height of the building is **23.72m**. The 4 storey street wall (14.12m) is setback by 3m (Level 4) and 4.9m (Level 6) from Westgarth Street and 2.5m (Level 4) and 3.4m (Level 6) from the laneway;
- The material palette adopted takes cues from the industrial and residential context of the subject site with the use of red blue brick with struck flush red mortar for the podium and glass and precast concrete for the upper levels.
- A landscape plan was prepared by Landscape Design Partnership which proposes landscaping within the central communal courtyard and a strip of landscaping to the building frontage.

Artists Impression of proposal from properties opposite Westgarth Street

Urban Design Assessment

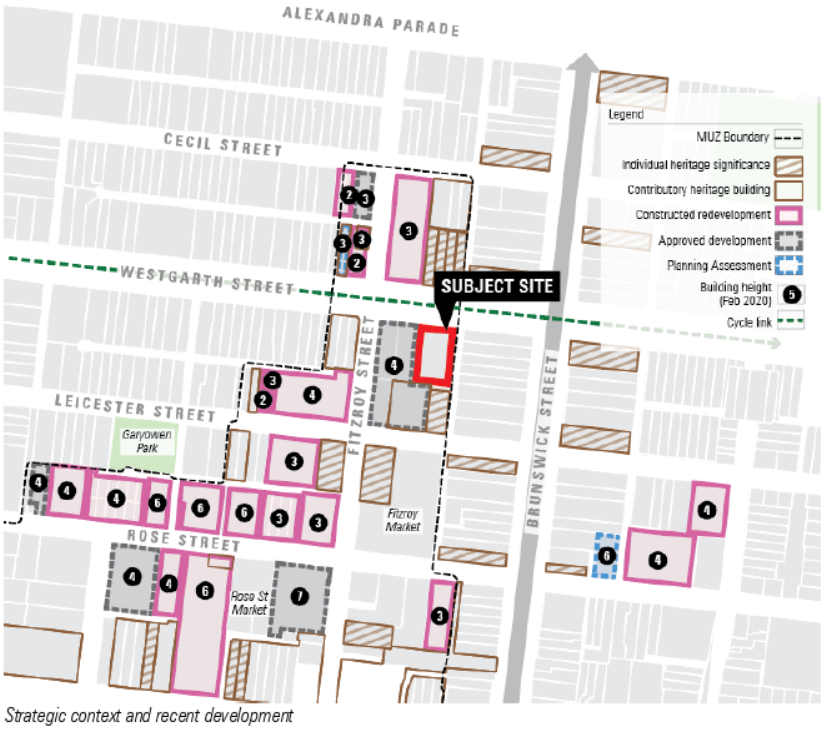
Based on our review of the site and surrounds as well as the relevant planning policy applying to the site, we acknowledge that the subject site sits within a diverse but evolving inner urban context that has the capacity to accommodate a modest infill development owing to its size, multiple frontages to the public realm including Westgarth Street and position behind the Brunswick Street commercial spine including proximity public transport. It is important that the proposal appropriately balances the strategic ambitions of Planning Policy found within the Yarra Planning Scheme whilst responding to site specific conditions, impact to adjoining interfaces including contributory heritage buildings and ensure a comfortable 'fit' within the streetscape.

We consider the proposition to be generally sound in relation to the site planning and architectural response, however, suggest refinements to overall massing and scale are warranted in order to achieve an orderly planning outcome. The following urban design assessment outlines our rationale in greater detail with recommendations to achieve a supportable urban design outcome.

STRATEGIC CONTEXT AND URBAN MORPHOLOGY

- At a strategic level, the Yarra Planning Scheme seeks to maintain the City's urban character as *a 'low-rise urban form with pockets of higher development'*. Clause 21.05-2 states that low- rise building heights within the municipality predominantly vary between 1-2 storeys, with instances of 3-4 storey buildings. Pockets for higher development are Strategic Redevelopment Sites or within Activity Centres and should generally be no more than 5-6 storeys, unless specific benefits can be achieved.
- While the site is positioned within the Brunswick Street Activity Centre (City of Yarra Housing Strategy, adopted September 2018). The broader Mixed Use Zone precinct between Nicholson Street and Brunswick Street has undergone considerable transformation in recent years comprising mid-rise developments (approved and built) between 4-6 storeys. Corner sites, which have a role to improve wayfinding and sense of legibility within the broader setting have realised taller development of up to 7 storeys (on larger sites with limited, or no heritage sensitivity) including at the corner of Rose Street and Fitzroy Street.
- The proposed Amendment C270 to the City of Yarra Planning Scheme anticipates sites fronting Brunswick Street (immediately east of the site) can potentially accommodate 17.4m (5 storeys) above heritage form (proposed interim DDO29). Large, corner sites within the 'back blocks' behind the Brunswick Street spine are identified for 20.8m (6 storey) opportunity (DDO34). We note that the proposed Amendment C270 are still awaiting Minister for Planning's decision and currently do not form part of the City of Yarra Planning Scheme. However, these interim DDOs provide some directions to the level of change expected for the Activity Centre.
- The site is located on Westgarth Street, between the Brunswick Street commercial spine (where development of up to 17.4m can be expected) and residential hinterland in Neighbourhood Residential Zone (mandatory 2 storey). Noting intact heritage forms along Brunswick Street, on the north side of Westgarth Street, the scope for change along Westgarth Street is somewhat constrained, having to ensure the proposed development sits as a comfortable 'transition' between the commercial spine and hinterland within this highly varied built form context.

- While the existing building currently occupying the subject site is not a contributory heritage form, the site sits within the Heritage Overlay-Schedule 334-South Fitzroy Precinct. Clause 22.02 sets out development objectives for sites affected by the Heritage Overlay. The most relevant is the objective to ensure that proposed built form is a subservient addition to the streetscape, with strategies referring to *'preserve the scale and pattern of streetscapes in heritage places and to retain significant view lines to, and vistas of heritage places'*.
- While we accept a mid-rise contemporary response on the subject site is appropriate, its ultimate scale will need to be measured based on its response to the urban design measures found in Clause 22.10 of the Yarra Planning Scheme in ensuring a suitable fit within its heritage context (albeit evolving), amenity impact to public and private realms and its architectural merit. This is discussed in detail below.



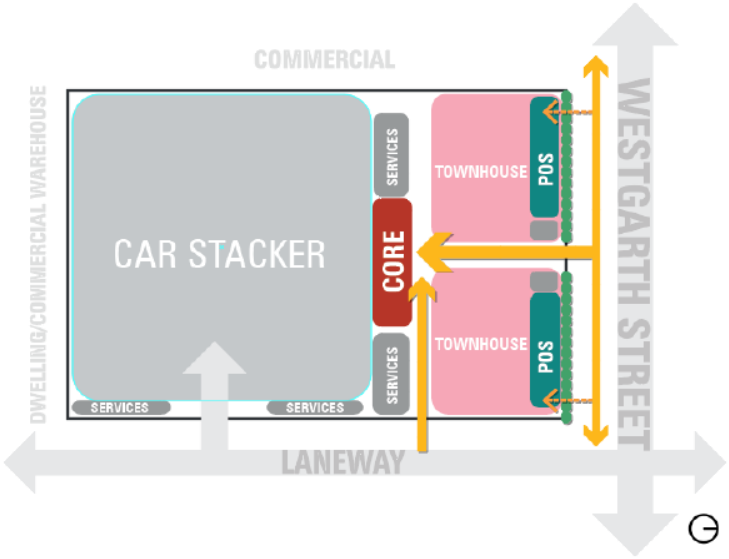
Strategic context and recent development

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

SITE PLANNING

We are generally supportive of the overall site planning response and consider it to be one that is logical and carefully arranged with an intent to provide meaningful activation and engagement to both its primary address (Westgarth street) and adjoining laneway to the east behind Brunswick Street. We note the following aspects of the site planning approach:

- The positioning of two townhouses to the primary frontage with individual entrances and POS positioned to Westgarth Street and a central pedestrian access leading directly to the residential lobby, not only provides a strong sense of address to the residential uses within the building but also benefits the public realm by maximising the permeability of the street. The secondary pedestrian access from the laneway into the residential lobby, further ensures surveillance and activation of the laneway where it currently presents as an inactive interface.
- We note the integration of a narrow landscape belt across the street frontage is 15cm. While a sound gesture, we see merit in establishing a more meaningful landscape contribution to the green residential streetscape of Westgarth Street. **Opportunity exists to integrate planter boxes into the street wall to accommodate climbing plants and soft screening elements.**
- We recommend a comprehensive landscape plan is prepared for the street wall in coordination with a qualified landscape architect.
- The location of vehicular access to car stackers to the rear of the site via the laneway, ensures that the frontage remains primarily pedestrian focussed considering Westgarth Street's role as an important shared street and cycling corridor between Nicholson and Brunswick Streets.
- Bike storage is located within the basement, accessed from the primary entrance or laneway via stairs or lift. Acknowledging the location of the development in an inner-city context where residents are more likely to use bikes, and the position of the site on an important cycling route along Westgarth Street, we do not consider the location of storage to be desirable for this purpose. Bike storage area should ideally be located at the ground level in an easily accessible location in close vicinity to the laneway or street. In this regard, **we recommend the relocation of the bike storage to the ground level** where it is visible from the public realm and encourages sustainable transport use for building occupants.

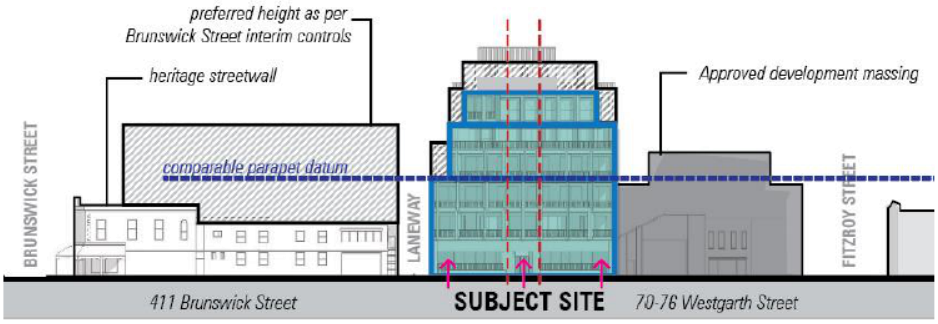


Site planning response

- At level 1 (above the car park), the building is divided into 2 modules separated by a linear communal courtyard providing secondary daylight aspect and cross ventilation to apartments. This site planning approach ensures that the upper levels provide outlook to both Westgarth Street and the laneway ensuring passive surveillance of the public realm from various viewpoints. We welcome this approach as it creates an outdoor corridor that connects the two parts of the floor plate, permitting a sense of openness, supporting engagement with the laneway particularly to the east and reduced need for artificial ventilation in common areas.
- The proposed light courts/courtyards are 12m^2, 4.6m^2 and 9.5m^2 respectively. We note the east and west lightcourts are partially covered at upper levels. While we accept the daylight modelling assessment notes compliance with BESS in the 'As Designed' scenario, the proposal does not meet compliance in the 'Equitable Development' scenario. While ultimately an internal amenity issue, any opportunity to increase the size of the light courts is welcome, also acknowledging the viability of landscaping where garden beds are partially covered by walkways above. We encourage the consideration of these minimum dimension to further improve the internal amenity of the apartments.

MASSING AND INTERFACE MANAGEMENT

- The overall massing strategy in principle is sound, comprising 3 clearly defined components (when viewed from Westgarth Street) – a 4 storey robust base, a setback 2 storey mid-level tier and a single storey cap. Distinction between each component is gained through adopting varied upper level setbacks (between 3m and 4.8m from the street frontage) and contrasting material palette. We are generally supportive of a concept that retains the street wall as a dominant element when viewed from Westgarth Street, with visually subservient upper levels.
- The approval at 70-76 Westgarth Street (immediately to the west) adopts a 3 storey street wall to Westgarth Street and a 2 storey street wall to Fitzroy Street. We also note that both the contributory single storey heritage buildings and recently developed 3 storey building at 496 Fitzroy Street, directly opposite the subject site to the north is likely to remain unchanged. The proposed 4 storey street wall on the subject site represents a notable departure from the 1-2 storey heritage fabric and 2-3 storey contemporary street wall that defines this part of Westgarth Street. In our opinion, a 3 storey street wall represents a more suitable response in terms of responding to Westgarth Streetscape context and one that does not overwhelm its presentation on the streetscape.

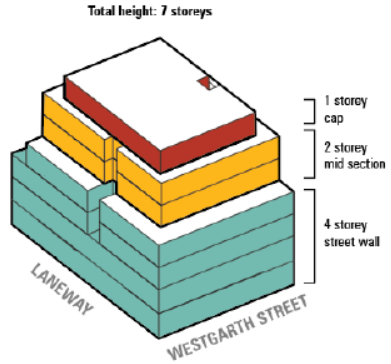


A prevailing 2-3 storey street wall on the south side of Westgarth Street

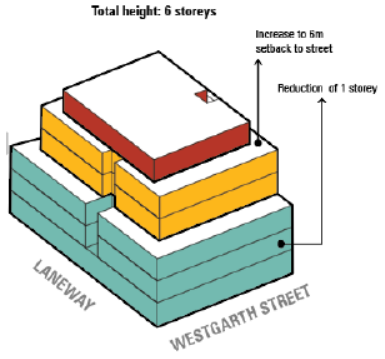
Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

Westgarth Street (north)

- In considering views from the oblique from Brunswick Street and further west along Westgarth Street and a proportionate response in terms of the various massing components, we recommend **a revised overall height of 6 storeys. As such, a reduction of 1 level is recommended to the podium to establish a 3 storey street wall**. This ensures the upper levels remain visually subservient to the recommended 3 storey street wall. From strategic context perspective, a 6 storey proposal is commensurate with the anticipated outcome in behind the Brunswick Street spine encouraged in DDO34. We consider this a more suitable response, owing to the broad streetscape dimensions of Westgarth Street and mixed built form profile found in the surrounds and limited heritage sensitivity on the subject site.

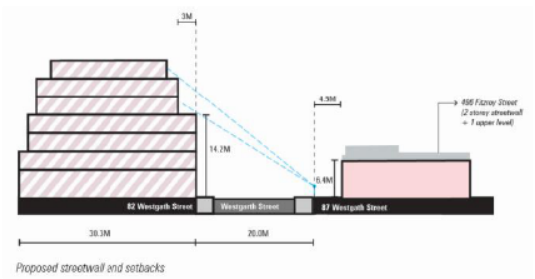


Proposed 3 part massing strategy

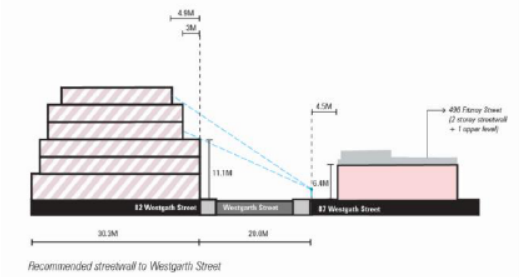


Suggested refinements to massing and overall height

- Above the street wall, we are satisfied that the proposed 3m above the street wall and an additional 1.9m setback to the top floor (4.9m from street boundary), having regard to the recommended built form controls to side streets for the Brunswick Activity Centre spine (DDO29) where a setback dimension above the street wall of 3m is preferred. When viewed in the oblique from within the footpath along Westgarth Street (south side) and from across Westgarth Street (north side), we are satisfied that there is adequate distinction between the street wall and upper levels. The additional setback to top-level is helpful in ensuring a visually prominent street wall (reduced to 3 storey) is achieved. We also note that the proposed height and setback arrangement do not cast unreasonable overshadowing to Westgarth Street footpath (opposite side).



Proposed streetwall and setbacks

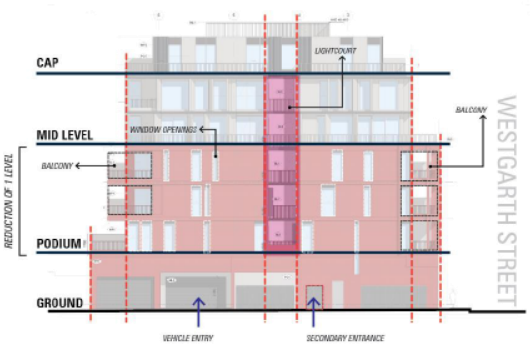


Recommended streetwall to Westgarth Street

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

East (laneway)

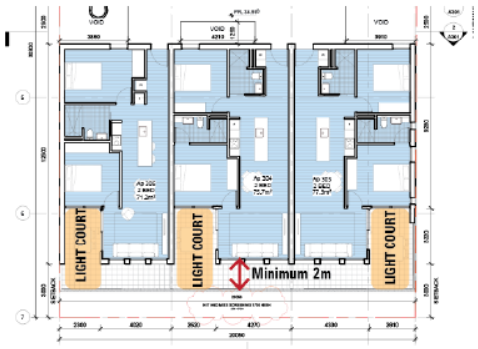
- The proposed development presents a 4 storey street wall that wraps around the corner into the eastern laneway (4m wide). Upper levels are setback 2.5m (levels 4 and 5) and 3.8m (level 6) from the eastern boundary/ laneway. We are supportive of the proposed massing and setback arrangement that yield a 6.5 to 7.8m building separation above the street wall. This ensures equitable development outcome is provided on commercial sites fronting Brunswick Street which is positive. The proposal cleverly ensures that balconies wrap around edges and window openings in this elevation will aid in the passive surveillance of the laneway. Further the positioning of the light court to this interface, breaks the overall form visually and positive in 'breaking up' the broad elevation given its visual exposure from the east.



East elevation of proposed development

Southern boundary

- The site is separated from properties fronting Leicester Street by a 1.5m east- west aligned easement. Along this boundary, the proposal presents a single storey party wall and upper levels set back at least 1.5m (levels 2-3), 3m (levels 4 -5), 5.4m (level 6). These setbacks measurements will provide a minimum building separation between 3m to 6.9m (above level 1). We support the massing and paired setback arrangement to the south in managing equitable development opportunity and minimising visual bulk through minimising overtly stepped building profile. Should redevelopment at 71 and 81 Leicester Street adopted a similar setback profile (given their depths), the cumulative separation between 6-14m is satisfactory.



Refine level 3 balconies to provide visual 'relief' for level 2 balconies

- While lower level, south facing balconies are screened (to the south), most of them are open to the sky (level 1 and level 3). We do not however think covered, south facing and screened balconies in level 2 are acceptable noting its limited outlook and daylight. We recommend modification to balconies in level 3 to create 'light courts', providing visual relief for balconies in level 2.

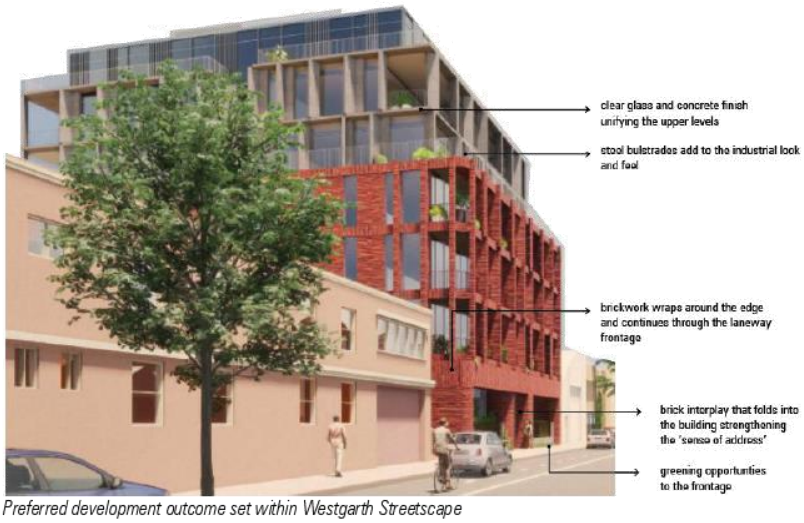
Western boundary

- The subject site presents a 6 storey party wall punctuated by the light well opening to the common **boundary with 70-76 Westgarth** Street, providing opportunities for equitable development of a similar scale to the corner with Fitzroy Street. We commend the treatment of this exposed façade in the short term, integrating a combination of textured precast concrete and natural concrete in a simple gridded pattern reflective of the industrial character of this urban block. However, we note that the Landscape Plan and the architectural elevation does not specify the mechanism for achieving this elevation and recommend that the Landscape Plan shows the details its execution.

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

ARCHITECTURAL LANGUAGE

- We consider the architectural response of the proposed development to be well considered particularly in relation to its existing remnant heritage surrounds, past industrial context, and future built form aspirations. The design language makes a notable reference to the industrial past with the incorporation of brick and cement in its podium expression, whilst the upper levels have a distinct change in materiality to glass and concrete this represents a more contemporary architectural presentation which is appropriate and complements the massing regime. The geometrically coherent articulation takes cues from the proportions of warehouse facades, across the entirety of the building binds the envelope together.
- Notably and consistent with the objective set in Clause 22.02-5.7, the proposal employs a range of materials and finishes that embodies the architecture of today, whilst successfully referencing the industrial past.
- The unique arrangement of bricks in horizontal and vertical formats and the turning of perpendicular elements in the façade provides depth to the façade and creates an innate sense of dynamism to the building that is enhanced by the opportunities for natural play of light and shadow. Furthermore, the translucent nature of materials employed in the upper levels not only creates an impression of a unified midsection and cap, but also ensures that the robust base is complemented by light weight upper levels that are visually subservient to the robust street wall. The profile and materiality of the building aids in the retention of the fine grain expression of the allotments to the east of Westgarth Street whilst smoothly transitioning from the Activity Centre/Spine to NRZ. Overall, the proposed development will be a positive contribution to the existing fabric of Fitzroy South, providing a new benchmark for developments in a similar transition zone.
- Given the sites abuttal to a street and a laneway, the proposal wraps the brick and concrete treatment around the edge and along the entirety of the east elevation. This retains the visual link between the various exposed facades of the building acknowledging views along Westgarth street from the east. Additionally, a secondary pedestrian access is provided from the laneway. These features aid in the activation of the public realm to both frontages, whilst pursuing different functionalities of 'welcome' and 'servicing'.
- Additionally, the inclusion of hit and miss brick treatment to parapet forms in the Levels 2, 3, 4 within the podium adds visual interest when viewed from the private realm and in providing a sense of lightness to the elevation. Leveraging from the opportunities presented by the easement dimensions, the upper levels have achieved unobscured outlook.



Preferred development outcome set within Westgarth Streetscape

Attachment 10 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (Advertised Plans)

Conclusion

Based on our assessment we consider the subject site lends itself to redevelopment for higher density residential uses, recognising its site size, proximity to services and position within an evolving inner-urban context. While we accept that a taller form than what is currently found in Westgarth Street is acceptable, the proposal requires some tempering to ensure it responds to the built form ambitions identified for adjacent sites along Brunswick Street including the prevalence of adjacent heritage street walls. The proposal must also recognise the recent development trajectory found within the mixed use area of Fitzroy, where forms of up to 7 storeys are typically found on corner allotments and in mixed retail/commercial streetscapes. Westgarth Street is inherently a residential street, within significant heritage values found along its extent, including immediately opposite the site. New built form should therefore acknowledge its role within the streetscape and ensure the massing response is one that will comfortably fit within the streetscape. We therefore make the following recommendations for the refinement of the proposed development.

In summary we recommend that following:

- **Reduction in the overall development height by 1 storey at the street wall/ podium level,**
- **Refinement of south- facing balconies in level 3 to improve amenity for balconies in level 2.**
- **Consider increasing the area and minimum dimensions of light courts,**
- **Relocating bike storage to the ground floor,**
- **Preparation of a comprehensive landscape plan which accommodates meaningful landscape into the streetwall fronting Westgarth Street and indicates details to interim greening of western elevation.**

We would be happy to liaise with the design team directly to progress these refinements in a timely manner.
Should you have any further enquiries, please don't hesitate to contact us on 9664 9841.

Yours faithfully,

Urban Design Team

Hansen Partnership Pty Ltd

07/07/2020

Attachment 11 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Acoustic Comments (Advertised Plans)

2 July 2020

640.10090.06520 82 Westgarth St Fitzroy 20200702.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Nish Goonetilleke

Dear Nish

82 Westgarth Street, Fitzroy
Development Application Acoustic Review
PLN19/0922

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a mixed use development at 82 Westgarth Street, Fitzroy.

Details of the report are as follows.

- Title: 82 Westgarth Street, Fitzroy, Acoustic Assessment
- Date: 30 March 2020
- Reference: AA993MB-01E02
- Prepared for: Sinclair Brook
- Prepared by: Octave Acoustics

The report was prepared to address Item 21 of an RFI from The City of Yarra which is reproduced below:

> 21. An Acoustic report, prepared by a suitably qualified Acoustic Consultant, addressing the following;
>
> a. Noise from any services and ancillaries, including the lift proposed as part of this development;
>
> b. Noise/vibrations from the car-stackers on apartments immediately above;
>
> c. Internal noise levels/amenity of each apartment as a result of any nearby live-music venues. For example, as Glamorama (No. 393 Brunswick Street Fitzroy) is located approximately 35m from the subject site, please provide an assessment against Clause 53.06 (Live music and entertainment noise);
>
> d. Noise from tram and traffic to the apartments closest to Brunswick Street;
>
> e. Clause 22.05 (Interface uses policy) of the scheme;

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

1 Background

(Sections 1 and 2 of the acoustic report)

The proposal, the development site, and nearest noise sensitive uses are identified in these sections of the report.

- The application is for the construction of a 7 level residential building with basement storage and ground level car stackers.
- The nearest noise sensitive uses are:
  - Two storey dwelling to the south (81 Leicester Street)
  - Residential dwellings on the northern side of Westgarth Street
- Potential noise impacts to the subject development are identified as:
  - Glamorama Bar at 393 Brunswick Street (music noise)
  - Polly Bar at 401 Brunswick Street (music noise)
  - Largo Butchers at 411 Brunswick Street (commercial / industrial noise)
  - Quick Snap industrial laundry at 71 Leicester St (commercial / industrial noise)

SLR Comments: *the project, site and surrounds, potential noise impacts and sensitive receivers are identified in the report.*

2 Noise Measurements

(Section 3 of the acoustic report)

Unattended noise logging was conducted for the period Friday 13 to Monday 23 March 2020 at:

- Unattended Monitor Location 1 - The south eastern corner of the roof of the existing building on site (7 m above ground). Noise at this location is noted to be dominate by road traffic and refrigeration plant. The data appears to have been used to quantify road traffic noise to the subject site.
- Unattended Monitor Location 2 – Southern boundary of the subject site on a shed roof (4 m above ground). Noise at this location is noted to have been dominated by industrial / commercial noise during the day period, with the highest measured level of 62 dBA obtained between 7:30 am and 8 am Monday 16 March. The data has been used to quantify noise from the laundry, and to calculate noise limits. Octave have confirmed that the microphone had a line of sight to the roof of the commercial laundry. The background noise data is presented in Table 2.

Additionally, attended measurements were conducted at the following locations:

- Attended Location 1 – Roof of the carpark at the rear of the Glamorama Bar on Saturday 21 March 2020, to quantify music noise from the bar. Music is noted to have been clearly audible, and the results are provided in Table 4 of the report.
- Attended Location 2 – North east corner of the subject site, to quantify existing mechanical plant noise from refrigeration plant at 411 Brunswick Street (Largo Butchers). The measured level was 58 dBA at 2.5 m from the refrigeration vent. Octave band results are provided in Table 3 of the report.

SLR Comments:

- *The measurement locations look generally appropriate for quantifying noise impacts to the subject site.*
- *We note that the monitoring period took place at a time when group gatherings were discouraged in Victoria to curb the spread of COVID-19. Specifically:*
  - *Monday 16 March 2020 - A 'state of emergency' was declared in Victoria and gatherings of over 500 people were banned.*
  - *Monday 23 March 2020 (the day after the monitoring) – Shutdown of all bars and restaurants in Victoria.*

  Given the timing, there is potential that worst case noise impacts from venues may not have been quantified by the monitoring. Ideally, patron numbers and operations of the venues in question should be checked to confirm that they were operating as usual.
- *Graphical results of the noise monitoring data are not included in the report. This information should be provided for transparency.*

Further comment on the quantification of ambient noise through the monitoring is provided in the following sections.

3 Noise Limits

3.1 SEPP N-1

(Section 4.2.1 of the report)

SEPP N-1 noise limits have been determined from land use zoning and background measurement data obtained at Location 2. The identified limits are: 53 dBA (day), 48 dBA (evening) and 44 dBA (night).

SLR Comment: *Our calculation of the SEPP N-1 zoning levels and noise limits, taking into consideration Octave's measured background levels, are consistent with Octave's.*

3.2 SEPP N-2

(Section 4.2.2 of the report)

SEPP N-2 noise limits have been calculated using background noise data obtained:

- Day/evening - Between 8 and 8:30 am Sunday 22 March 2020
- Night – between 4 am and 4:30 am Monday 16 March 2020

The calculated limits are provided in Tables 7 and 8 of the report.

SLR Comments: *The day /evening limits have been determined using data relevant to the SEPP N-2 'night' period (which continues through up until midday on Sundays), and the night noise limits have been determined from data obtained at a time of the night when the venues may not operate. This is a conservative approach, but reasonable in the context of an 'agent of change' assessment, where the main objective of the approach is to determine relevant façade upgrade treatments for the proposed residential development, rather than to establish compliance or non-compliance of a venue.*

4 Addressing Council RFI Item 21

4.1 Item 21(a) – Noise from services and ancillaries, including the lift

4.1.1 Car stackers

(Section 5.2.2.1 of the report)

Advice is provided in the report for controlling structureborne noise from the car stackers to apartments within the development. The car stacker motor is to be vibration isolated from the building structure. Advice is also provided for controlling structureborne sound from the car stacker to apartments on the ground floor.

***SLR Comments**: We note that the car stackers should also comply with the relevant environmental legislation and guidelines, including SEPP N-1 limits and L_{max} targets for sleep disturbance. On this project, where the nearest existing dwelling is approximately 20 m away, and does not have a line of sight to the carpark entrance, compliance at that location would seem likely. However, there are apartments directly above and adjacent to the carpark entrance, and the car stackers will need to comply at these locations. We would recommend that a numerical specification be provided for airborne noise from the car stackers, such that compliance with the relevant L_{eq} and L_{max} targets is achieved at apartments within the development.*

4.1.2 Carpark & carpark entrance gate

(Section 5.2.2.3 of the acoustic report)

Advice is provided to minimise noise from the carpark and entrance gate. A numerical specification is included.

***SLR Comments**: Noise from these areas have been appropriately addressed in the acoustic report.*

4.1.3 Lifts

(Section 5.2.2.2 of the acoustic report)

Advice is provided for helping to ensure that noise from lifts will comply with the relevant legislation and will not cause nuisance.

***SLR Comments**: Noise from lifts has been appropriately addressed in the acoustic report.*

4.1.4 Mechanical plant

(Section 5.2.2.4 of the acoustic report)

Noise from mechanical plant is proposed to be reviewed during the design of the development, once the relevant information becomes available.

***SLR Comments**: This approach is reasonable for this project. There are no obvious high risk issues which would require consideration in more detail during the planning stage.*

4.2 Item 21(b) – Noise / vibration from the car-stacker

***SLR Comments**: This matter is addressed in Section 5.2.2.1 of the report, and is discussed in **Section 4.1** of this review.*

4.3 Item 21(c) – Live music and entertainment noise

4.3.1 Internal Noise Targets

(Section 5.1.1 of the acoustic report)

Where noise from live music and entertainment venues is predicted to exceed the identified SEPP N-2 external limits, internal noise targets, being the SEPP N-2 base noise limits, are proposed to be met inside apartments, with doors and windows closed. The day/evening targets are proposed to be met in living areas, and the octave band targets are proposed to be met in bedrooms. The identified targets are presented in Tables 13 and 14 of the report.

***SLR Comments**: The proposed internal targets are appropriate. Higher internal targets have been accepted on some projects in the City of Yarra, however where higher targets are adopted, noise masking needs to be provided to ensure that music levels do not exceed octave band 'background + 8 dB' levels. Refer to City of Yarra document 'Guidelines – managing noise impacts in urban development', October 2019, Section 5. Targeting the SEPP N-2 base noise limits is, however, the better approach.*

4.3.2 Glamorama Bar

(Sections 5.1.1 and Appendix A of the report)

A computer noise model has been prepared to predict noise from the Glamorama Bar to the proposed development. The data obtained on the roof of the carpark (attended measurement location 1) has been used to calibrate the model. The predicted noise levels at the most impacted facades are 60 dB @ 63 Hz, 53 dB @ 125 Hz and 50 dB @ 250 Hz.

Advice for façade upgrade treatments to achieve the SEPP N-2 base noise limits indoors has been provided in Table 5. Glazing with an R_w+C_{tr} rating of not less than 38 dB is specified for bedrooms. Specific low frequency performance requirements are also specified. Living rooms are required to have glazing with a rating of not less than Rw 36 dB. Example configurations are provided for both systems.

SLR Comments:

- *The approach taken to quantifying noise impacts to the subject site is reasonable. However, the report does not include any detail about the noise model such as the location and extent of the radiating source. Our indicative calculations, which assume that most noise emanates from the venue roof, suggests levels several decibels higher. The provision of further information about the noise model may address our concerns in this area.*
- *Our indicative calculations suggest that the façade upgrade treatments proposed by Octave will address the music noise they have predicted to the subject site (i.e. the SEPP N-2 base noise limits indoors, windows closed) but may not be adequate for the higher levels our indicative calculations suggest.*
- *We note that the Glamorama Bar has applied for changes to its operations, and that the approved configuration will include a large rooftop outdoor patron area. While there are closer dwellings to the Glamorama Bar, the development proposed for 82 Westgarth Street is taller, and is likely to be more exposed to noise from the roof.*

- *A residential development is proposed for 390-394 Brunswick Street, opposite the Glamorama Bar. This development will be closer to the bar than the subject development, however it was required to address noise from the bar and includes façade upgrade treatments to enable internal noise targets to be met.*

To help ensure that worst case noise impacts from the Glamorama Bar have been quantified, we suggest that the applicant coordinate their assessment with The Glamorama Bar and / or their acoustical consultant.

4.3.3 Polly Bar

(Sections 5.1.1 and Appendix A of the report)

An explicit assessment of music from the Polly Bar is not provided in the report on the grounds that music from the venue was barely audible during Octave's site visit. Façade upgrade treatments are nevertheless proposed for the eastern façade of the venue, which would potentially be exposed to noise from this venue. The treatments are the same as those proposed for apartments overlooking the Glamorama Bar, and are designed to address the noise predicted to that location (i.e. 60 dB @ 63 Hz, 53 dB @ 125 Hz and 50 dB @ 250 Hz).

***SLR Comments**: SLR has reviewed acoustic reports for the Polly Bar prepared by Renzo Tonin & Associates in 2018 (report dated July 2018). We note that the front section of the Polly Bar is overlooked by dwellings on both the northern and southern boundary of the venue, and that the bar's obligation to comply with SEPP N-2 at those locations should help ensure that this part of the venue complies with the relevant limits at the subject site.*

The venue also has a first floor bar at the rear of the building which has windows onto the lane. The nearest noise sensitive receiver to this bar identified in the RTA report was 81 Leicester Street, approximately 14 m south west of the venue. The nearest noise sensitive receiver in the development proposed for 82 Westgarth Street will be in the order of 5 m from the venue. Given their proximity, these new dwellings have potential to be an 'agent of change' with respect to the bar's SEPP N-2 compliance status.

The RTA 2018 report identified levels for the bar's music noise limiter such that compliance with SEPP N-2 would be achieved at 81 Leicester Street. The limits at that location were 57 dB @ 63 Hz, 51 dB @ 125 Hz and 44 dB @ 250 Hz. Taking into consideration the closer proximity of the subject development, the music levels at the subject development would be in the order of 9 dB greater than the identified limits for 81 Leicester Street (i.e. 66 dB @ 63 Hz, 60 dB @ 125 Hz and 53 dB @ 250 Hz). These levels are higher than the music levels in Table 12 of the Octave acoustic report, which drove the design of Octave's façade upgrade treatments. Given this, it would seem likely that music played at the allowable levels within the level 1 bar of the Polly Bar would result in non-compliance with the SEPP N-2 base noise limits inside the proposed apartments.

In summary, the low level of music reported to be emanating from the Polly Bar during Octave's assessment does not align with our understanding of the bar's operations. We recommend that the applicant coordinate their assessment with bar and / or the bar's acoustical consultant to ensure that worst case noise impacts have been quantified.

4.4 Item 21(d) – Noise from tram and traffic to the apartments closest to Brunswick Street

4.4.1 Criteria

(Section 4.3.2 of the report)

Octave state that the project is not within a noise influence area, as defined in the Better Apartments Design Standards (BADS), and therefore assessment of traffic noise to targets of 40 dBA $L_{eq,16h}$ in living rooms and 35 dBA $L_{eq,8h}$ in bedrooms, is not required. Instead, road traffic and tram noise is proposed to be assessed to the

AS/NZS2107:2016 design sound level ranges for apartments on major roads. The levels are 35 to 45 dBA in living rooms and 35 to 40 dBA in bedrooms.

SLR Comments:

We agree that the BADS targets do not formally apply to this project, and that reference to AS/NZS2107 is reasonable.

However, the specific noise targets proposed to be applied to the project (i.e. which part of the AS/NZS2107 ranges), and the measurement interval over which they are to be met (e.g. loudest hour or day and night average levels), should be specified in the report.

Where BADS does not formally apply, SLR recommends that road traffic noise is to be assessed to the following targets:

- *Day and night average levels are not to exceed:*
  - *40 dB $L_{Aeq,15h \text{ or } 16h}$ in habitable rooms*
  - *35 dB $L_{Aeq,8h \text{ or } 9h}$ in bedrooms*
- *The loudest hours of the day and night periods are not to exceed:*
  - *45 dBA $L_{eq,1h}$ in habitable rooms between 7 am and 10 pm*
  - *40 dBA $L_{eq,1h}$ in bedrooms between 10 pm and 7 am the following morning*

These targets align with both AS/NZS 2106 and BADS.

4.4.2 Assessment and advice

(Section 5.1.2 of the report)

A 3-D computer noise model was used to assist in the prediction of traffic noise to the building facades. The highest measured day and night average noise levels were used in the model. Noise to apartments has been predicted taking into consideration the glazing shown in Appendix A of the report. The predicted levels are 39 dBA $L_{eq,15h}$ in living rooms and 33 dBA $L_{eq,9h}$ in bedrooms.

SLR Comments:

The monitoring data obtained at Location 1, which did not have a line of sight to Brunswick Street, appears to have been used to calibrate the noise model. This is not ideal as it places a great deal of reliance of the model for predicting the shielding effects of the intervening buildings. Road traffic noise data should be obtained at a location with an uninterrupted line of sight to the road for best accuracy.

*However, road traffic noise is not a critical issue on this project, as the development site is well set back from Brunswick Street, and the nominated façade glazing is proposed to be reasonably high performance in order to address other noise. Given these factors, we would expect the targets we have recommended in **Section 4.4.1** of this review to be met, and are of the opinion that further consideration of the traffic noise measurements and modelling is not warranted.*

4.5 Item 21(e) – Clause 22.05 (Interface uses policy) of the Scheme

Noise from existing commercial uses to the subject development is required to be addressed under Clause 22.05 of the planning scheme. Existing uses with potential to cause nuisance were identified in Section 3 of the report and are considered in further detail below.

4.5.1 Largo Butchers (411 Brunswick Street)

Noise from mechanical plant at the rear of Largo Butchers has been modelled to the subject development. The predicted noise level is up to 56 dBA and noted to exceed the SEPP N-1 day, evening and night noise limits.

An assessment of this noise to inside apartments is conducted, taking into consideration the proposed façade treatments. The predicted level indoors is 25 dBA, and complies with the effective SEPP N-1 indoor limit (being the external limit less 15 dB).

SLR Comments: *Internal limits are not ideal for existing mechanical plant, given that they will only be met with windows closed, and that compliance internally does not protect the industry from complaint.*

Where external compliance can be achieved, we recommend that that it is, particularly for noise sources that operate 24 hours a day. This may involve cooperation with the producers of the noise, to ensure that everything is done to optimise noise control (e.g. screens and silencers installed where possible, unnecessarily noisy equipment replaced).

The guidelines for addressing commercial and mechanical plant noise provided in the City of Yarra document 'Guidelines – managing noise impacts in urban development', October 2019, Section 4.4, are generally met for the proposal, so if it is demonstrated that control of noise at the source is not achievable, the targeting of indoor limits on this project would be acceptable from our perspective.

If internal targets are accepted on the project, the acoustic report should also include advice for ensuring adequate fresh air indoors, particularly to bedrooms, given that the equipment operates 24 hours.

4.5.2 Commercial Laundry (71 Westgarth Street)

(Section 5.2.1 of the report)

The Quick Snap laundry at 71 Leicester Street is noted to operated from 7 am to 5 pm weekdays. Noise from the facility has been modelled to the subject development, taking into consideration the noise logging data obtained at Location 2. The predicted level at apartments is up to 57 dBA Leq. The SEPP N-1 daytime limits (required to be met externally) is 53 dBA.

Noise to inside apartments, assuming the façade upgrade treatments currently proposed, and assuming windows are kept closed, is predicted to be 26 dBA and well below the effective internal limit for day period (which is 38 dBA).

SLR Comments:

The adoption of internal SEPP N-1 targets would seem reasonable given that the business operates during the day period only with a moderately small predicted exceedance.

5 SLR Summary

A review of the acoustic report prepared to address the City of Yarra acoustic RFI for the development proposed for 82 Westgarth Street is provided above. The development site is impacted by noise from a number of sources, and while the acoustic report has addressed these in detail, there are still a several matters we consider require further attention. These are summarised below.

21(a) – Project services and ancillary noise

It is recommended that the report include a specification for airborne noise from the car stacker such that compliance with SEPP N-1 and sleep disturbance targets will be met at the apartment adjacent and above the carpark entrance gate (not required if the gate is impervious).

21(c) – Live music and entertainment noise

Glamorama Bar

- Clarification is sought regarding how music noise from the venue has been modelled as our indicative calculations suggest higher levels.
- Confirmation should be provided by the venue that they were operating as usual on the night of Octave's attended measurement on Saturday 21 March 2020.
- It is recommended that the assessment of noise from the Glamorama Bar be revised to address patron and music noise from the venue's proposed new outdoor area. This may require coordination with the venue and/or their acoustical consultant.

The Polly Bar

Music from the Polly Bar was observed to be low during Octave's assessment. Based on our previous involvement with the venue, it seems possible that operations may have been restricted, potentially due to the impending COVID-19 shutdown. Given this, we recommend that the applicant coordinate a revised assessment with the bar and / or the bar's acoustical consultant to ensure that worst case noise impacts have been quantified.

21(d) – Road traffic noise

Road traffic noise is not a critical issue on this project due to the distance of the development from a major road, and the fact that it is proposed to have façade upgrade treatments to address other sources of noise. However, we nevertheless recommend that the appropriate noise targets for road traffic noise are presented in the report.

Where BADS does not formally apply, SLR recommends that road traffic noise is to be assessed to the following targets:

- Day and night average levels are not to exceed:
  - 40 dB $L_{Aeq,15h \text{ or } 16h}$ in habitable rooms
  - 35 dB $L_{Aeq,8h \text{ or } 9h}$ in bedrooms
- The loudest hours of the day and night periods are not to exceed:
  - 45 dBA $L_{eq,1h}$ in habitable rooms between 7 am and 10 pm
  - 40 dBA $L_{eq,1h}$ in bedrooms between 10 pm and 7 am the following morning

Attachment 11 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Acoustic Comments (Advertised Plans)

21(e) – Clause 22.05 (Interface uses policy)

Noise from two existing businesses has been found to exceed SEPP N-1 noise limits at the façade of the development, and Octave have adopted internal SEPP N-1 targets. Internal targets should, however, be a last resort as they provide compromised amenity to future occupants, and result in the businesses being non-compliant with mandatory noise limits. Our main concern is noise from the refrigeration plant at Largo Butchers, due to it operating 24 hours a day, and due to the large exceedance at night. Before internal targets are accepted, we request:

- Exploration of options for controlling the noise at the source.
- Confirmation that further SEPP N-1 adjustments are not applicable (e.g. tonality, impulsiveness etc.).
- If SEPP N-1 internal targets are accepted for either or both of these sources, the future occupants (owners or renters) need to be made aware of this to minimise the likelihood of complaint about industry noise. This information may be provided in a Section 173 agreement and in lease agreements.
- If SEPP N-1 internal targets are accepted for apartments exposed to noise from Largo Butchers mechanical plant, advice should be provided in the report for ensuring adequate fresh air indoors to bedrooms given that the equipment operates 24 hours.

Regards,

Dianne Williams
Associate – Acoustics

Checked/Authorised by: JA

Attachment 12 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Melbourne Water Comments (Advertised Plans)

29 June 2020

Nish Goonetilleke
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Nish,

Proposal: Planning permit for development - construction of seven storey residential building
Site location: 82 WESTGARTH STREET FITZROY 3065

Melbourne Water reference: MWA-1175674
Date referred: 01/06/2020

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, objects to the proposed development on the following grounds:

1. The proposed development is inconsistent with State Planning Policy relating to drainage and floodplain management.

2. The proposed development is inconsistent with the purpose and decision guidelines set out in the Special Building Overlay (SBO) within the Yarra Planning Scheme.

3. The proposed development is inconsistent with the Flood Damage objectives in Melbourne Water's adopted 'Guidelines for Development in Flood Affected Areas' (DELWP, February 2019).

4. The proposed development is subject to inappropriate and unacceptable flood risk, where the potential for flood damage is excessive.

Our Assessment

Melbourne Water is responsible for regional drainage, floodplain and waterway management, and for contributing to the protection and improvement of waterway health across greater Melbourne.

Flood Information

This property is subject to flooding from the Alexandra Parade Main Drain when the capacity of the drainage system is exceeded. The applicable flood level for the proposed development for a storm event with a 1% chance of occurrence in any given year is 23.80 metres to Australian Height Datum (AHD).

Objective: Flood Damage

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Attachment 12 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Melbourne Water Comments (Advertised Plans)

The 'Guidelines for Development in Flood Affected Areas' ('Guidelines') were published by the Department of Environment, Land, Water & Planning in February 2019 and adopted by Melbourne Water in June 2019. These Guidelines provide an assessment framework and method to assist decisions on development in flood affected areas across Victoria. Clause 13.03-1S 'Floodplain management' in the Yarra Planning Scheme states that any floodplain management manual of policy and practice adopted by the relevant responsible floodplain management authority are considered as relevant policy guidelines.

The Guidelines state that buildings must be designed to avoid significant financial impacts of flood damage. Minimum floor level requirements are necessary to ensure that buildings and their occupants are protected from damage in a flood event. Under the Guidelines, new dwellings must achieve the Nominal Flood Protection Level. Melbourne Water specifies that for flooding from underground drains, the Nominal Flood Protection Level is 300mm above the applicable 1% AEP flood level. The Guidelines also set out that garages must be set no lower than the applicable 1% AEP flood level.

The proposed ground floor plans do not demonstrate an appropriate level of flood protection for the building. To address this, the plans must be amended to show:

- The carstacker, waste and services areas set no lower than 23.80 metres to AHD, which is at the applicable flood level.
- The lobby entrance to the lift and stairs descending to the basement, and townhouses 1 & 2 set no lower than 21.10 metres to AHD, which is 300mm above the applicable flood level.

Please note, additional conditions may be applicable upon receipt of amended plans addressing the requirements above.

Advice

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For general development enquiries contact our Customer Service Centre on 131 722.

Regards,

Jessica Hellier
Development Planning Services

Attachment 13 - PLN19/0922 - 82 Westgarth Street Fitzroy - Strategic Transport Comments (Advertised Plans)

Planning Referral

To:	Nish Goonetilleke
From:	Chloe Wright
Date:	22/06/2020
Subject:	Strategic Transport Comments
Application No:	PLN19/0922
Description:	Full demolition of the existing building and construction of a seven (7) storey building containing 24 dwellings (no permit required for use), including associated reduction in the statutory car parking requirements.
Site Address	82 Westgarth Street, Fitzroy

I refer to the above application referred on 01/06/2020, and the accompanying Traffic report prepared by O'Brien Traffic in relation to the proposed development at 82 Westgarth Street, Fitzroy. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	24 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	5 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	2 visitor spaces	
Bicycle Parking Spaces Total			**5 resident spaces**	**28 resident spaces**
			2 visitor spaces	**0 visitor spaces**

Adequacy of visitor spaces

The following comments are provided in relation to provision of visitor bicycle parking:

- No visitor bicycle spaces are proposed. Council's best practice rate[1] recommends a provision of 6 visitor spaces for the development.
- The footpath at Westgarth Street appears to be wide enough (2700mm) to accommodate two bike hoops (providing 4 visitor spaces).

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends "Residential developments should provide 0.25 visitor spaces per dwelling."*

- Visitor bicycle spaces must be provided as a horizontal bicycle rail and in accordance with clearance and access-way requirements of AS2890.3.
- Visitor bicycle parking should be installed as per Council's standard Urban design detail (see attached).

Adequacy of resident / employee spaces

Number of spaces

28 resident spaces are provided, which exceeds the best practice[2] rate which recommends 24 spaces required for development.

Design and location of resident / employee spaces and facilities

The following comments are provided in relation to the design and location of residential bicycle parking:

- Residential bicycle spaces are located within a secure area at the basement level, with access provided via a ramp from Westgarth Street and the lift shaft;
- All spaces are provided as a hanging wall rack. As per the requirement of AS2890.3, at least 20% of resident bicycle storage spaces must be provided as a horizontal at ground-level spaces;
- Resident bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3;

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision for electric vehicle charging, it is recommended that car parking areas should be electrically wired to be 'EV ready'.

Recommendations

The following should be shown on the plans before endorsement:

1. A minimum of 4 visitor bicycle spaces must be provided in a location easily accessible to visitors of the site. All visitor spaces should be provided as a horizontal bicycle rail and must meet clearance and access-way requirements of AS2890.3 or be otherwise to the satisfaction of the responsible authority.
2. At minimum 20% of residential bicycle spaces must be provided as horizontal bicycle rails.

Regards

Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

[2] *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"*

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

82 Westgarth Street Fitzroy
REV-16
14-09-2020

SITE AREA - 611 SQM

BUILDING SUMMARY

	BASEMENT	GROUND	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	ROOF	TOTAL
TOWN HOUSE 2 BED		2							2
1 BED					1				1
2 BED			4	5	2	1			12
3 BED					1	2	2		5
TOTAL APARTMENTS		**2**	**4**	**5**	**4**	**3**	**2**	**0**	**20**

YIELD SUMMARY

	BASEMENT	GROUND	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 4	LEVEL 5	ROOF	TOTAL
NLA									0
POS		30	88	84	127	66	51	0	446
NSA		93	423	406	343	298	272	0	1833
SERVICES/ CIRCULATION	56	139	47	47	47	40	30		406
LANDSCAPING	0	8	23	0	0	0	0	0	31
BIKE PARKING	62	7	0	0	0	0	0	0	69
CAR PARKING	0	328	0	0	0	0	0	0	328
STORAGE	30	0	0	0	0	0	0	0	30
TOTAL AREA	**148**	**605**	**581**	**537**	**517**	**402**	**353**	**0**	**3143**
BIKE PARKS	30								30
CAR SPACES	22								22

DRAWING LIST

Sheet Number	Sheet Name	Current Revision	Current Revision Date
A000	COVER PAGE	5	2020-11-02
A001	SURVEY PLAN	3	2020-09-14
A002	BADS SCHEDULE	3	2020-09-14
A010	EXISTING CONDITIONS URBAN CONTEXT PLAN	3	2020-09-14
A011	EXISTING CONDITIONS ROOF PLAN	3	2020-09-14
A012	EXISTING STREETSCAPES	3	2020-09-14
A015	DEMOLITION PLAN	4	2020-10-19
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A017	DEMOLITION ELEVATIONS	4	2020-10-19
A030	PROPOSED STREETSCAPES	3	2020-09-14
A040	SHADOW ANALYSIS 1	3	2020-09-14
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A042	SHADOW ANALYSIS 3	3	2020-09-14
A043	PROPOSED SHADOW ANALYSIS	3	2020-09-14
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A047	SHADOW STUDIES	3	2020-09-14
A048	SHADOW STUDIES	3	2020-09-14
A049	SHADOW STUDIES	3	2020-09-14
A050	PROPOSED SITE PLAN	3	2020-09-14
A100	PROPOSED BASEMENT PLAN	3	2020-09-14
A101	PROPOSED GROUND FLOOR PLAN	5	2020-11-02
A102	PROPOSED LEVEL 1 PLAN	3	2020-09-14
A103	PROPOSED LEVEL 2 PLAN	3	2020-09-14
A104	PROPOSED LEVEL 3 PLAN	4	2020-10-19
A105	PROPOSED LEVEL 4 PLAN	4	2020-10-19
A106	PROPOSED LEVEL 5 PLAN	4	2020-10-19
A107	PROPOSED ROOF PLAN	4	2020-10-19
A109	LEVEL 00 GROUND BADS PLAN	3	2020-09-14
A110	LEVEL 1 BADS PLAN	3	2020-09-14
A111	LEVEL 2 BADS PLAN	3	2020-09-14
A112	LEVEL 3 BADS PLAN	3	2020-09-14
A113	LEVEL 4 BADS PLAN	3	2020-09-14
A114	LEVEL 5 BADS PLAN	3	2020-09-14
A200	PROPOSED NORTH ELEVATION	4	2020-10-19
A201	PROPOSED EAST ELEVATION	4	2020-10-19
A202	PROPOSED SOUTH ELEVATION	4	2020-10-19
A203	PROPOSED WEST ELEVATION	4	2020-10-19
A210	MATERIALS PALETTE	3	2020-09-14
A300	SECTION N-S	3	2020-09-14
A301	SECTION E-W	3	2020-09-14
A500	AXO VIEWS	3	2020-09-14

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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-09-08
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-19

Project
82 WESTGARTH STREET FITZROY
Sheet title
COVER PAGE

Project no. **0032**
Scale
Sheet size **A3**
Date **2020-11-02**
Revision **5**
Sheet no. **A000**
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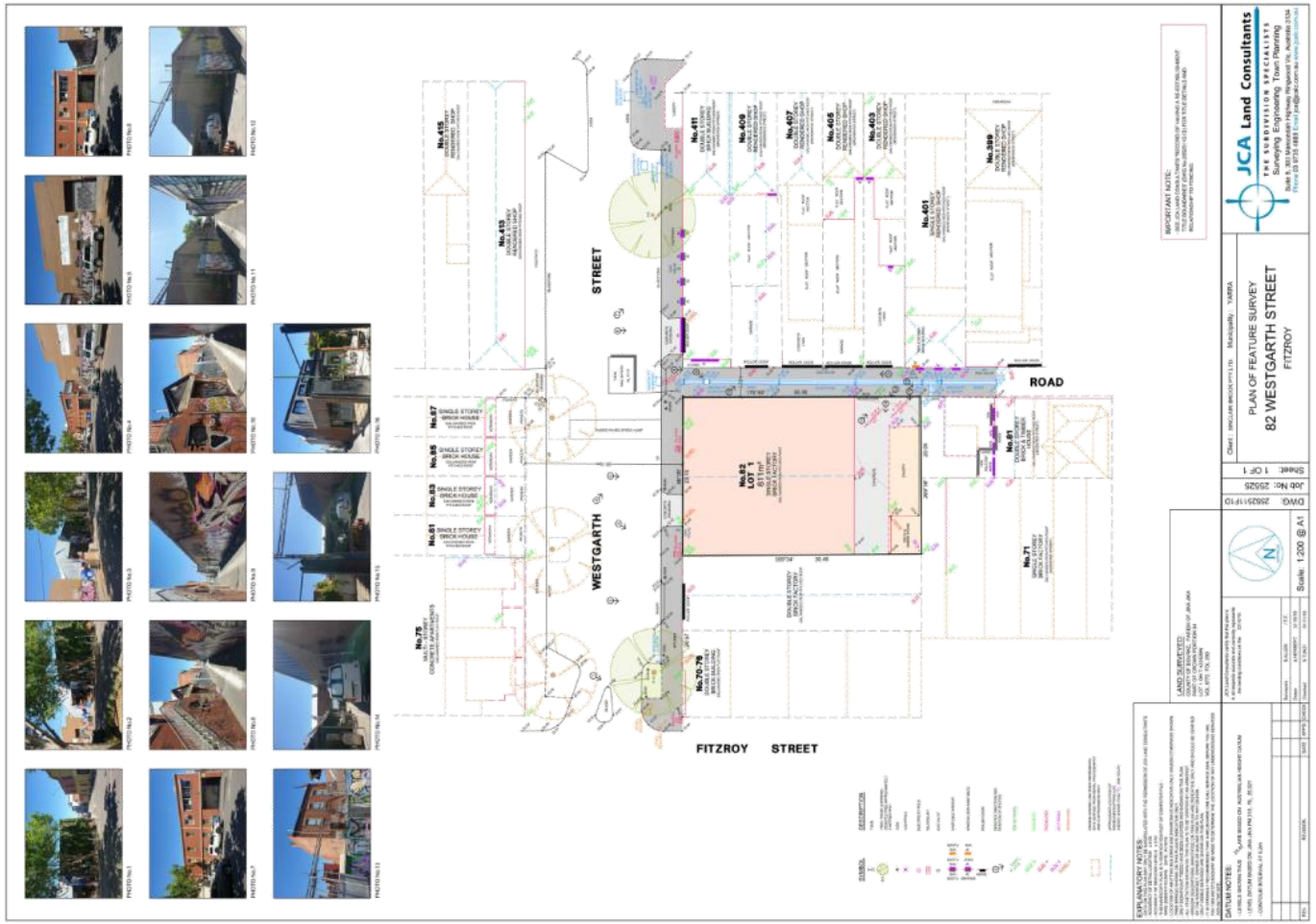
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
SURVEY PLAN

Project no.	Scale	Sheet size
0032		**A3**
Date	Revision	Sheet no.
2020-09-14	**3**	**A001**

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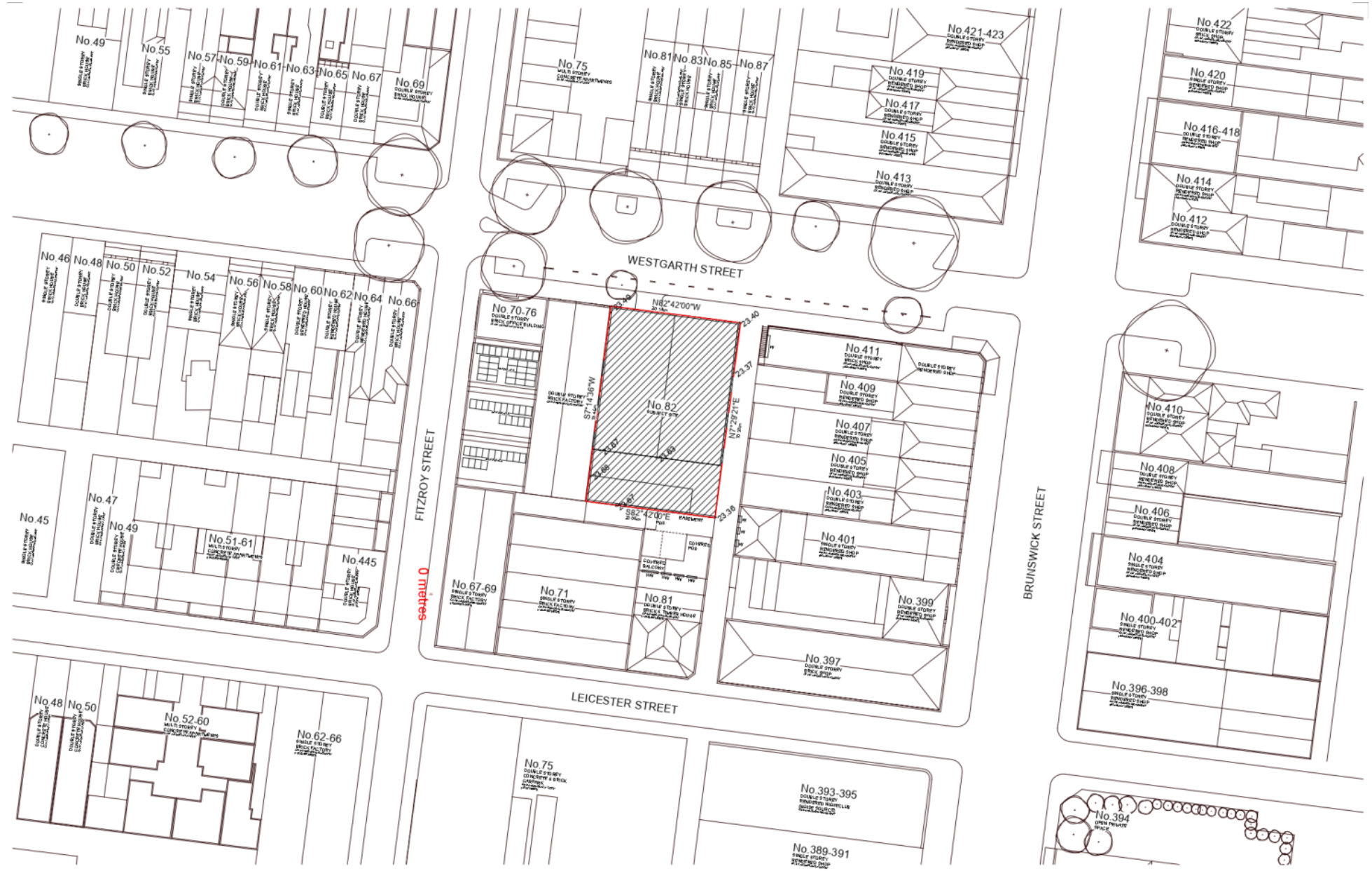
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

BADS COMPLIANCE

CLAUSE			D17	D17	D17	D17	D19	D20	D27
APARTMENT NUMBER		NUMBER OF BEDROOMS	850 WIDE DOOR OPENING	1200 CLEAR CIRCULATION PATH	MAIN BED BATHROOM ACCESS	BATHROOM DESIGN A/B	BALCONY AREA + MIN DIMENSION	APARTMENT STORAGE	NATURAL VENTILATION
TOWNHOUSE 01		2	Y	Y	Y	B	Y	Y	Y
TOWNHOUSE 02		2	Y	Y	Y	B	Y	Y	Y
APT 101		2	Y	N	Y	B	Y	Y	Y
APT 102		2	Y	Y	Y	B	Y	Y	Y
APT 103		2	Y	Y	Y	B	Y	Y	Y
APT 104		2	Y	N	Y	B	Y	Y	Y
APT 201		2	Y	Y	Y	A	Y	Y	Y
APT 202		2	Y	Y	Y	A	Y	Y	Y
APT 203		2	Y	Y	Y	B	Y	Y	Y
APT 204		2	Y	Y	Y	B	Y	Y	Y
APT 205		2	Y	N	Y	B	Y	Y	Y
APT 301		3	Y	Y	Y	B	Y	Y	Y
APT 302		1	Y	Y	Y	B	Y	Y	Y
APT 303		2	Y	Y	Y	B	Y	Y	Y
APT 304		2	Y	N	Y	B	Y	Y	Y
APT 401		3	Y	Y	Y	B	Y	Y	Y
APT 402		2	Y	Y	Y	A	Y	Y	Y
APT 403		3	Y	Y	Y	B	Y	Y	Y
APT 501		3	Y	Y	Y	B	Y	Y	Y
APT 502		3	Y	Y	Y	A	Y	Y	Y
PERCENTAGE COMPLIANCE (%)			**100%**	**80%**	**100%**	**100%**	**100%**	**100%**	**100%**

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
EXISTING CONDITIONS URBAN CONTEXT PLAN

Project no.	Scale	Sheet size
0032	1 : 500	A3
Date	Revision	Sheet no.
2020-09-14	3	A010

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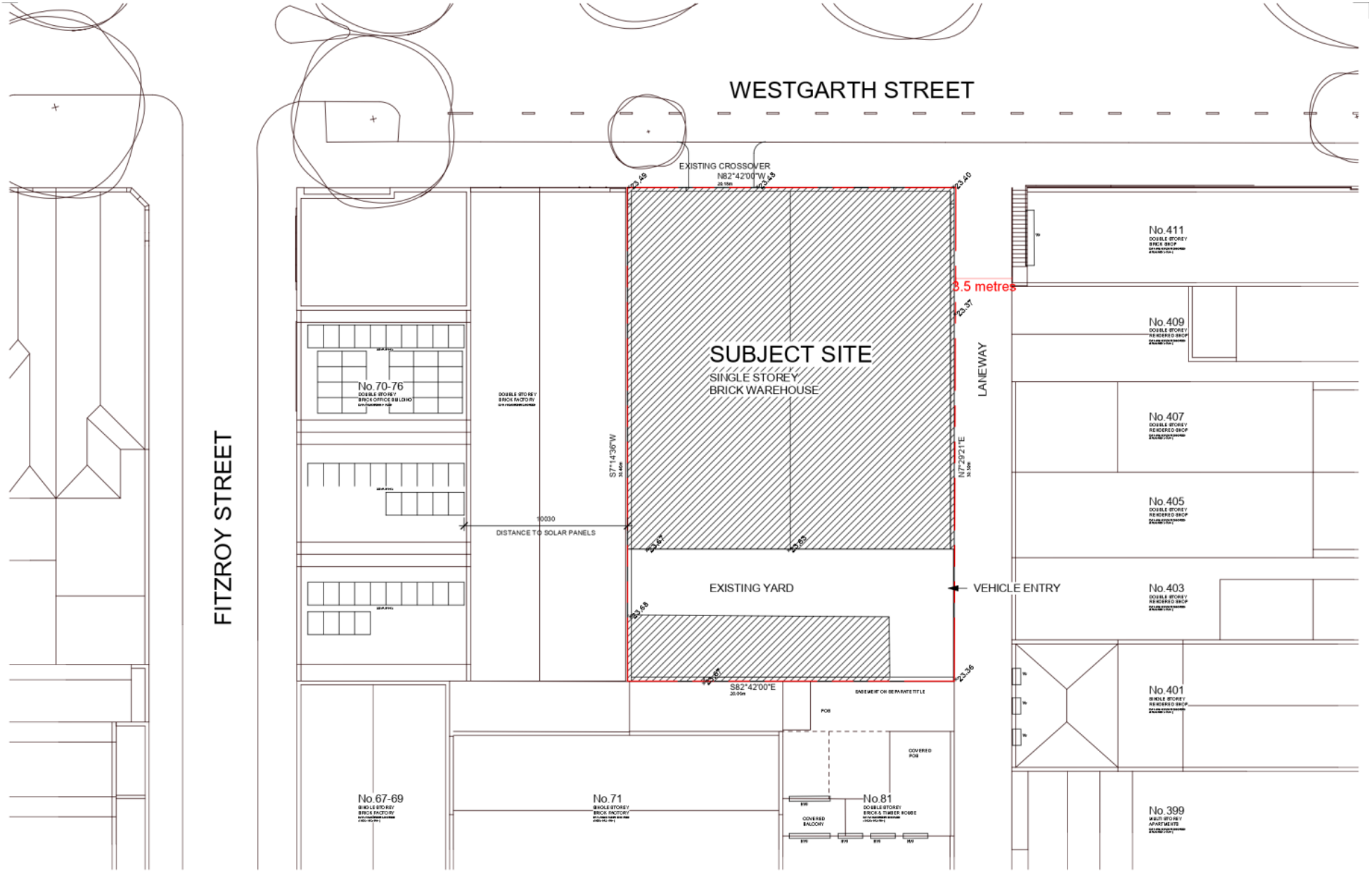

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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-08
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
EXISTING CONDITIONS ROOF PLAN

Project no.	Scale	Sheet size
0032	1 : 200	A3
Date	Revision	Sheet no.
2020-09-14	3	A011

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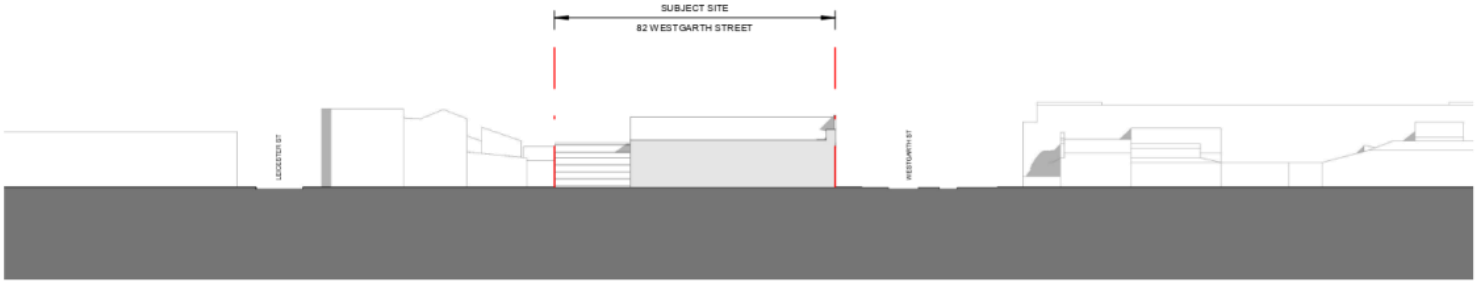
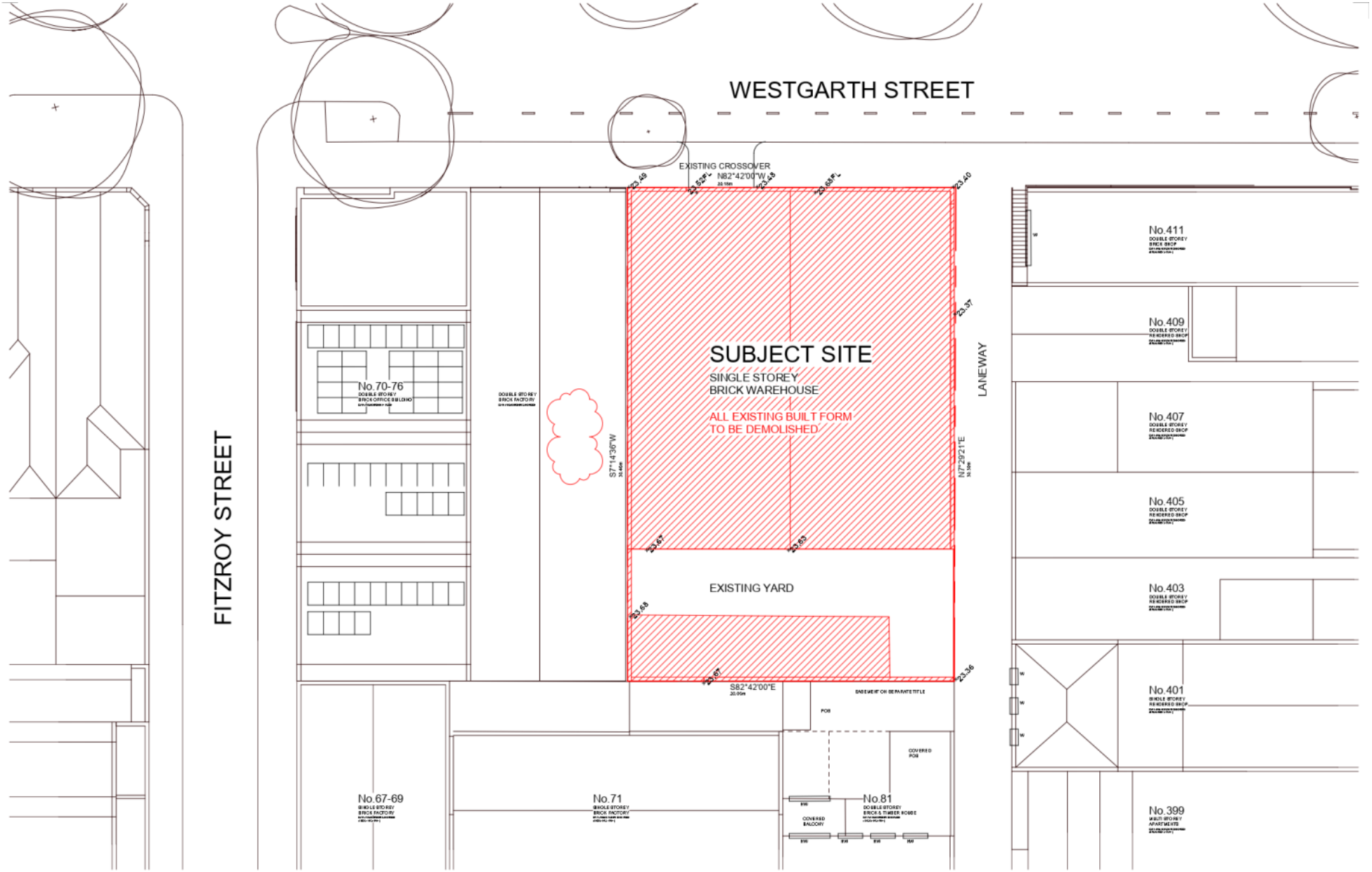
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

EXISTING WESTGARTH STREETSCAPE - NORTH ELEVATION



EXISTING LANEWAY STREETSCAPE - EAST ELEVATION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-19

Project
82 WESTGARTH STREET FITZROY
Sheet title
DEMOLITION PLAN

Project no. **0032**
Scale **1 : 200**
Sheet size **A3**
Date **2020-10-19**
Revision **4**
Sheet no. **A015**
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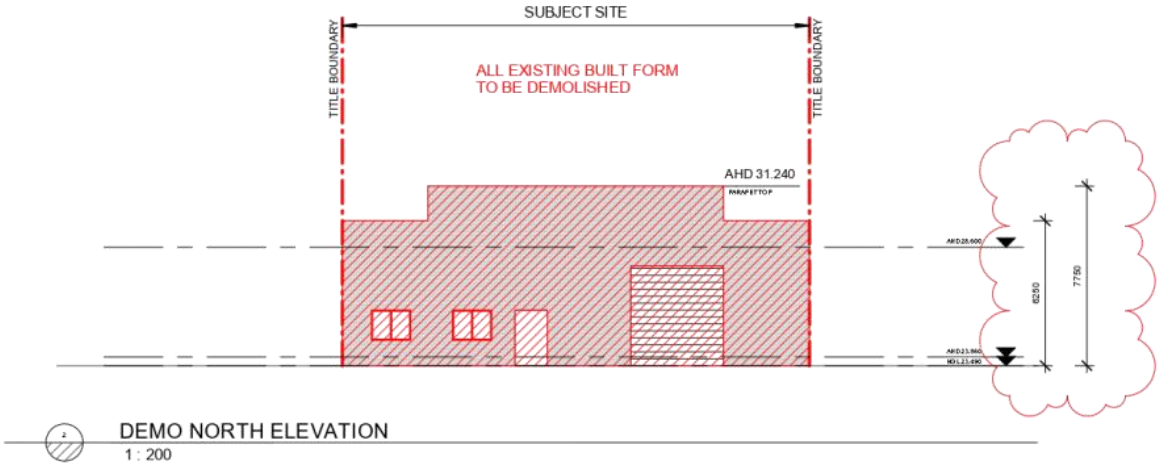
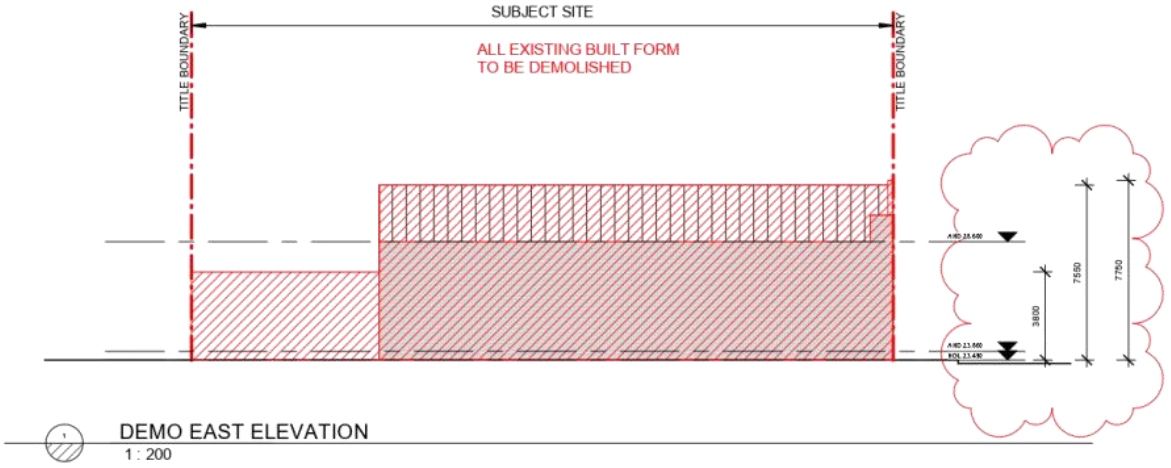
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)





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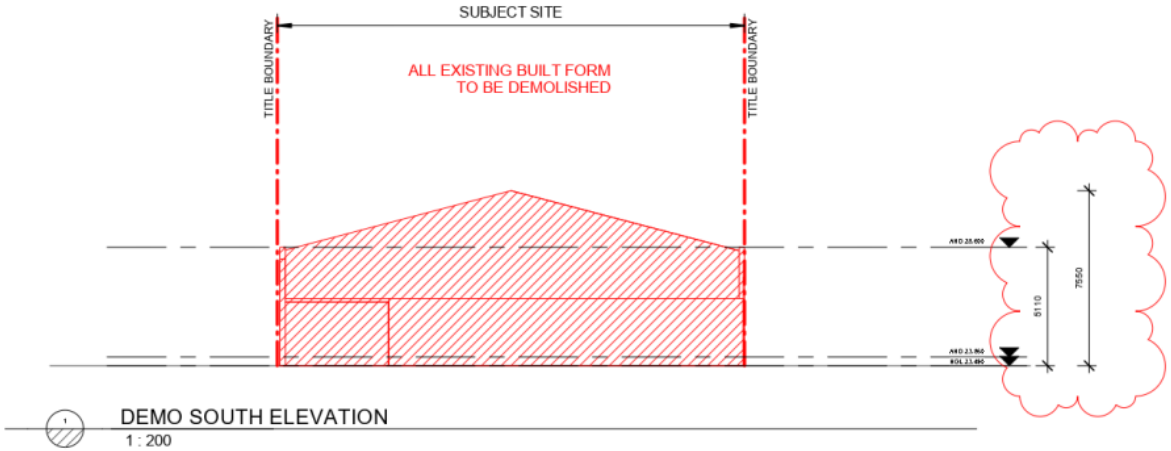

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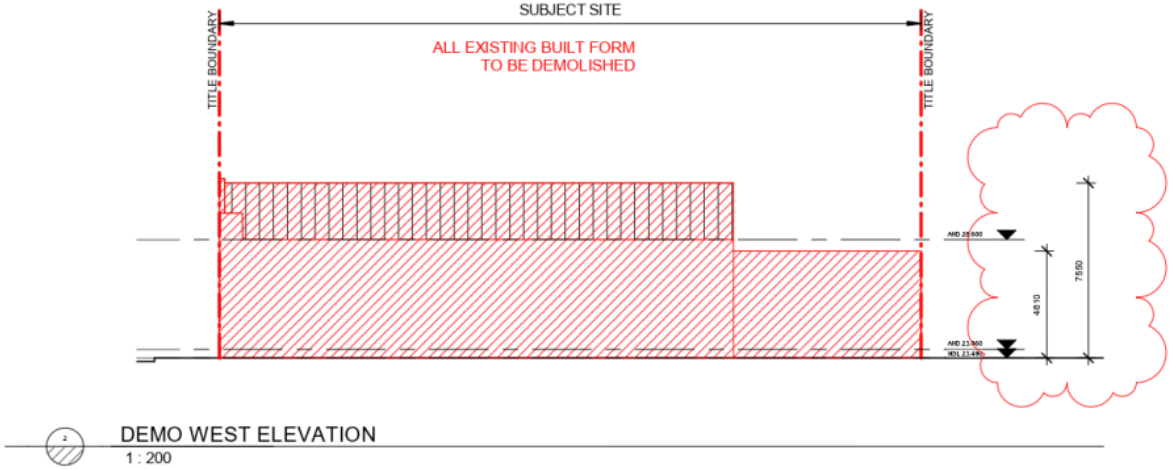
1 : 200



2 DEMO WEST ELEVATION
1 : 200

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

PROPOSED WESTGARTH STREETSCAPE - NORTH ELEVATION

PROPOSED LANEWAY STREETSCAPE - EAST ELEVATION

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-13

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED STREETSCAPES

Project no.	Scale	Sheet size
0032	1:500	A3
Date	Revision	Sheet no.
2020-09-14	3	A030

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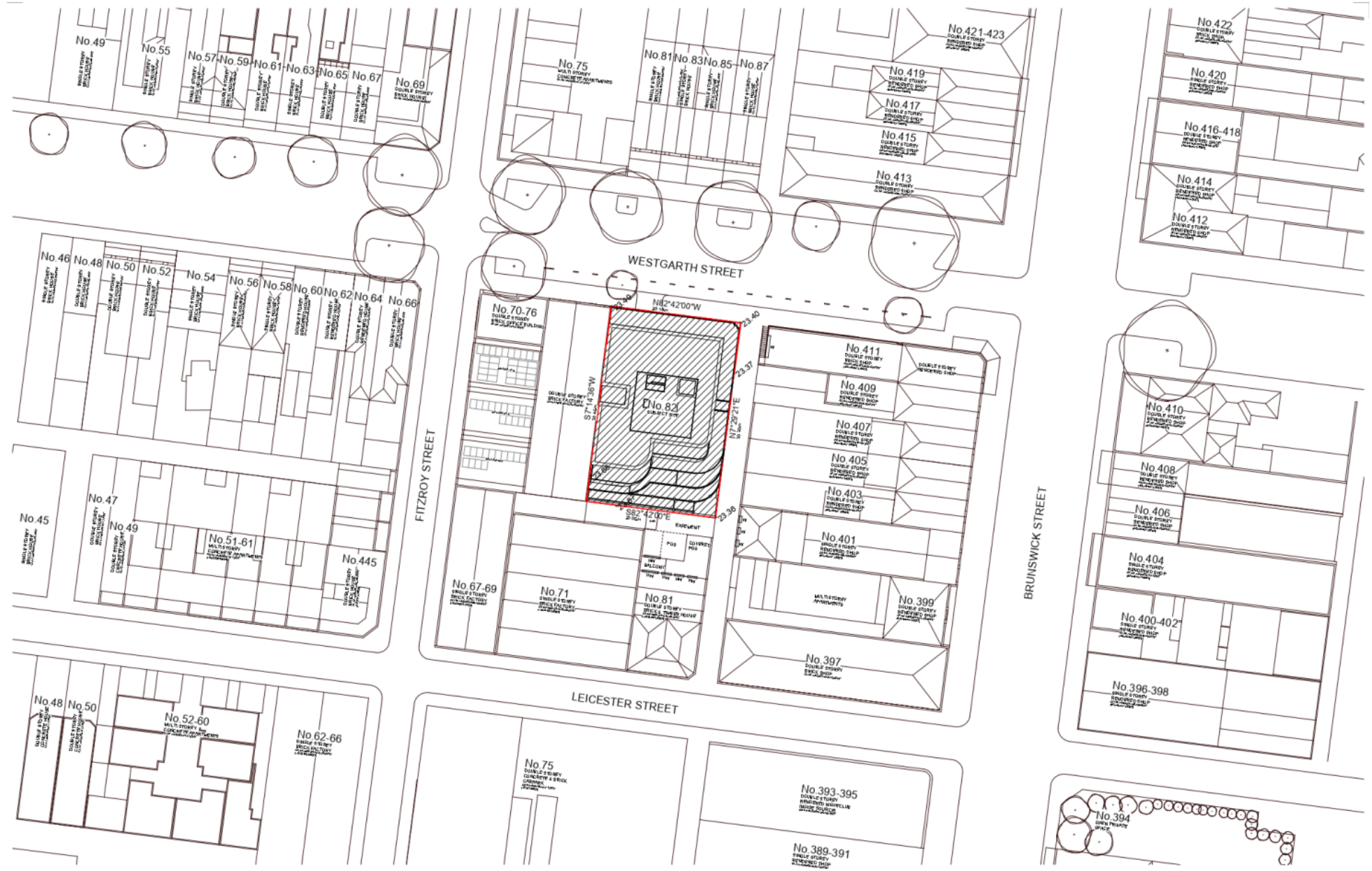

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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SITE PLAN

Project no.	Scale	Sheet size
0032	1 : 500	A3
Date	Revision	Sheet no.
2020-09-14	3	A050

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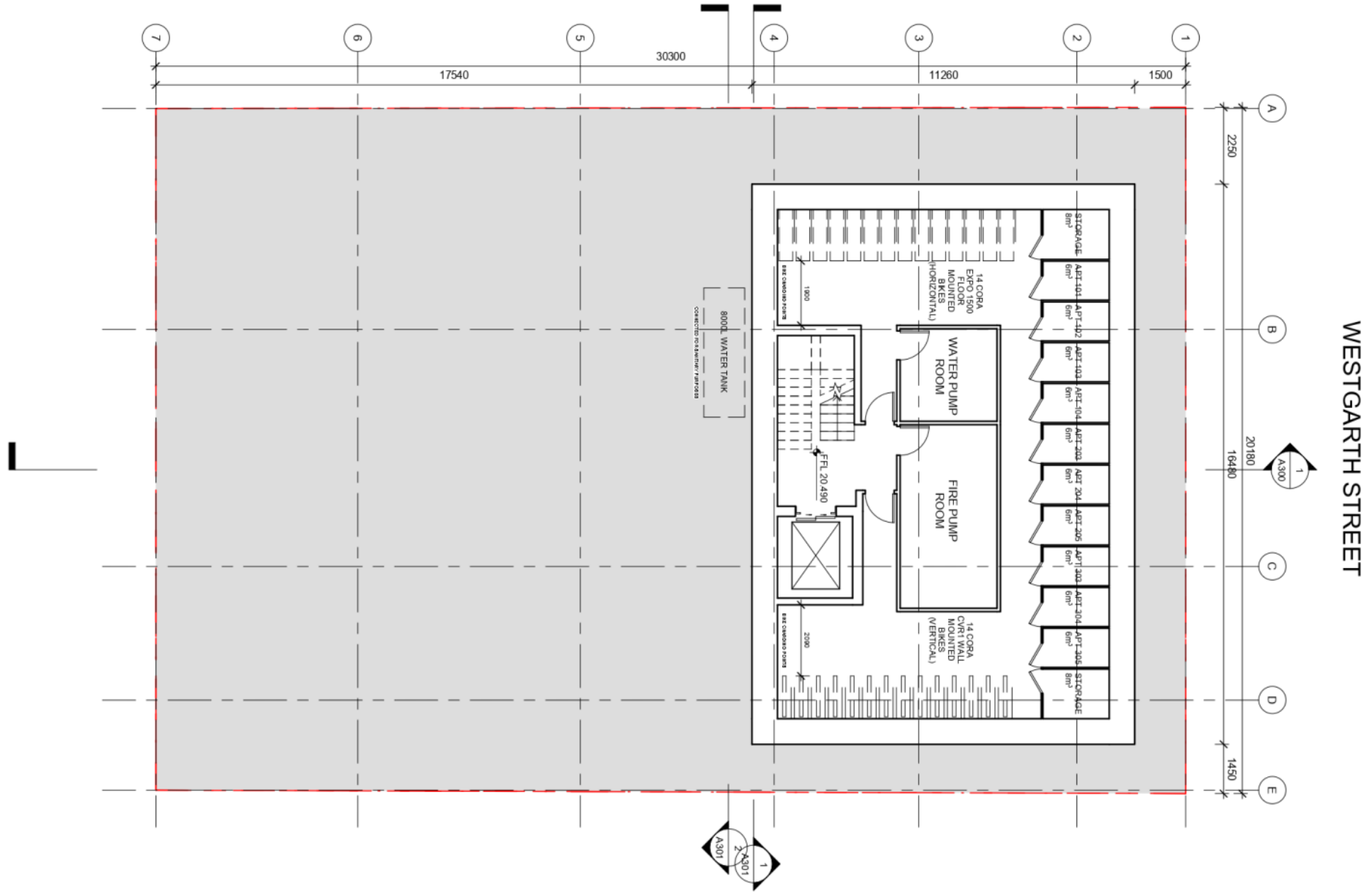

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-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED BASEMENT PLAN

Project no. **0032**
Date **2020-09-14**
Scale **1 : 100**
Revision **3**
Sheet size **A3**
Sheet no. **A100**
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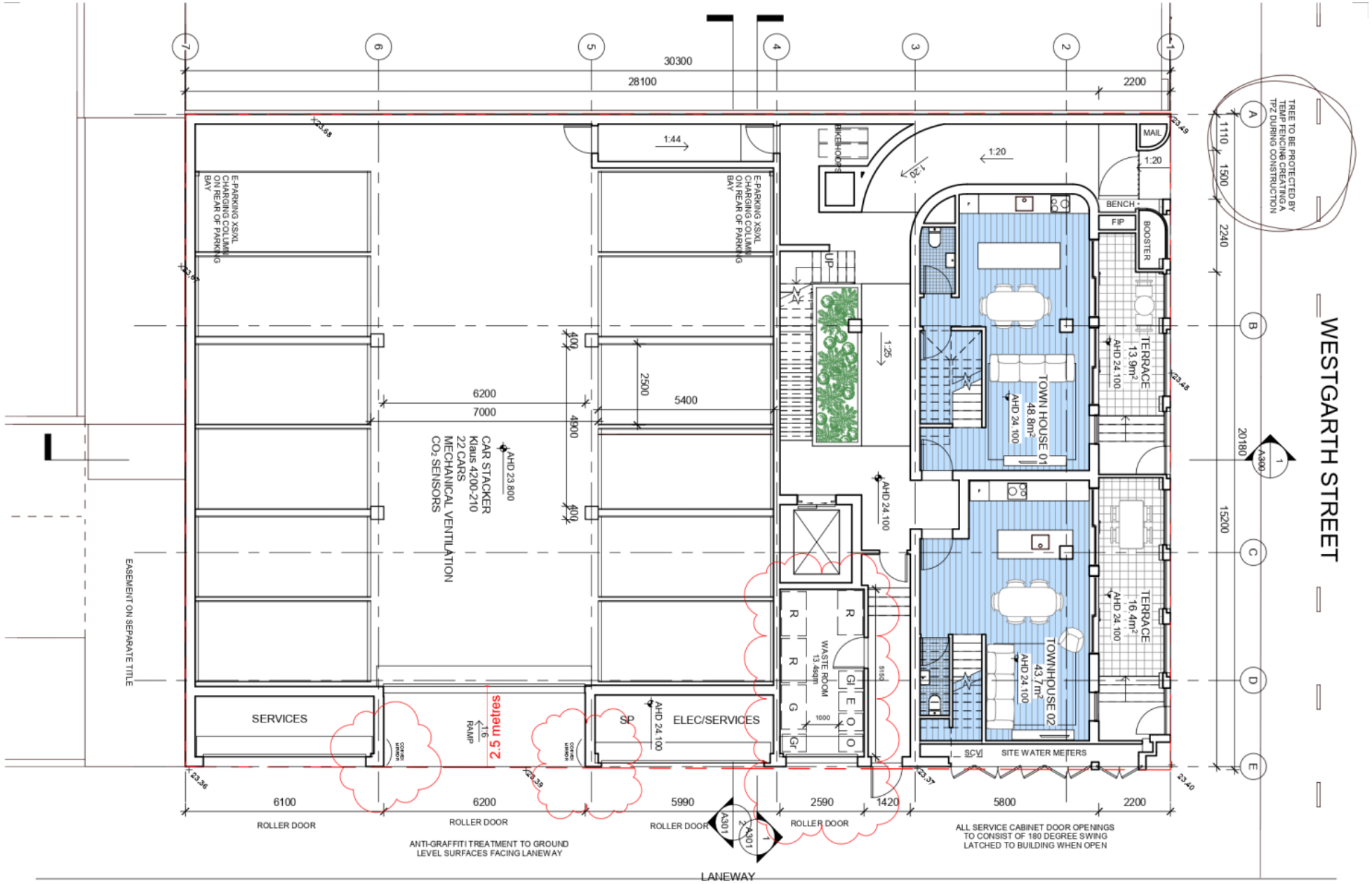
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-15

Project: **82 WESTGARTH STREET FITZROY**
Sheet title: **PROPOSED GROUND FLOOR PLAN**

Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-11-02	5	A101

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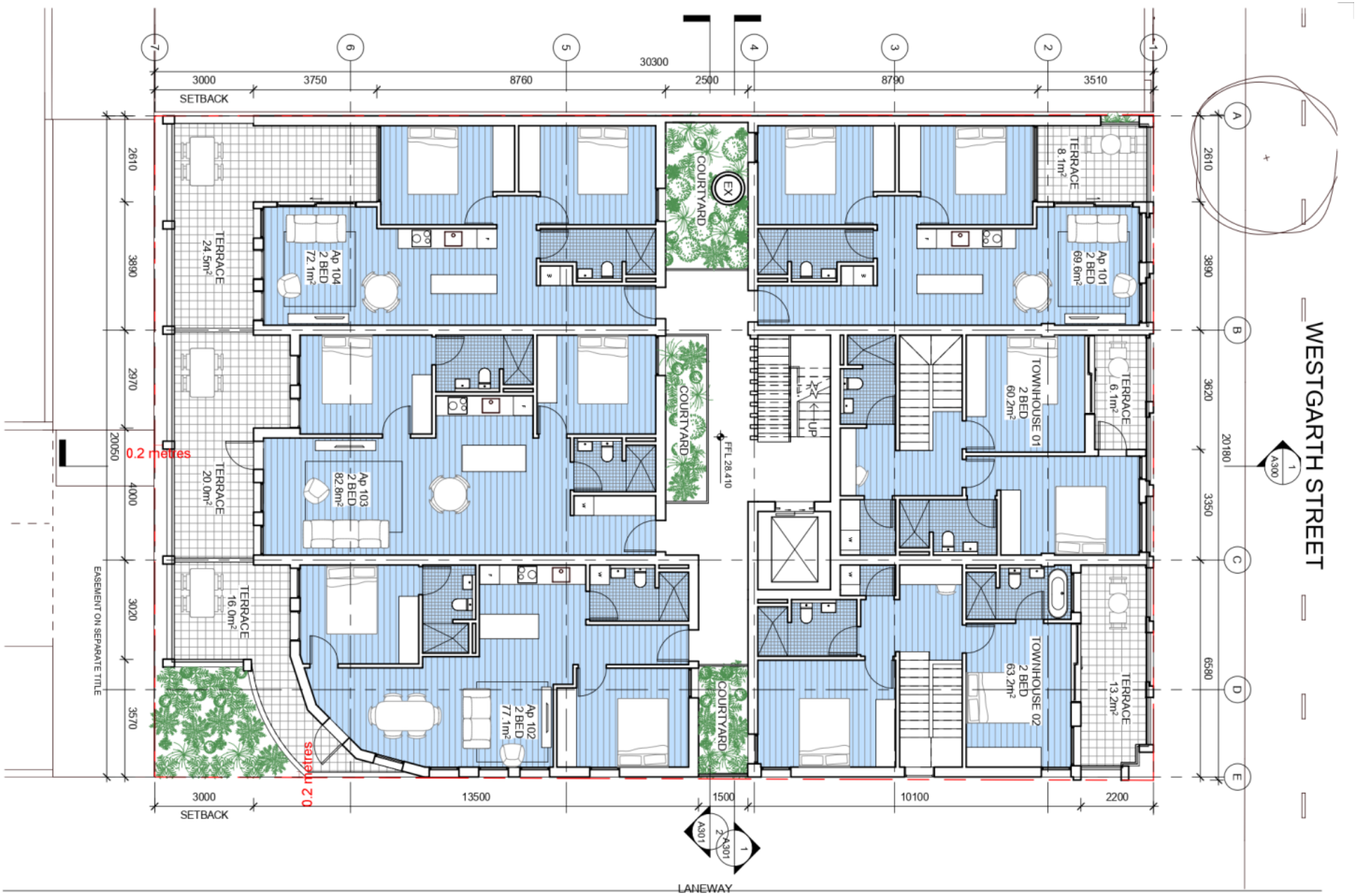

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-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED LEVEL 1 PLAN

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-09-14
Revision 3
Sheet no. A102

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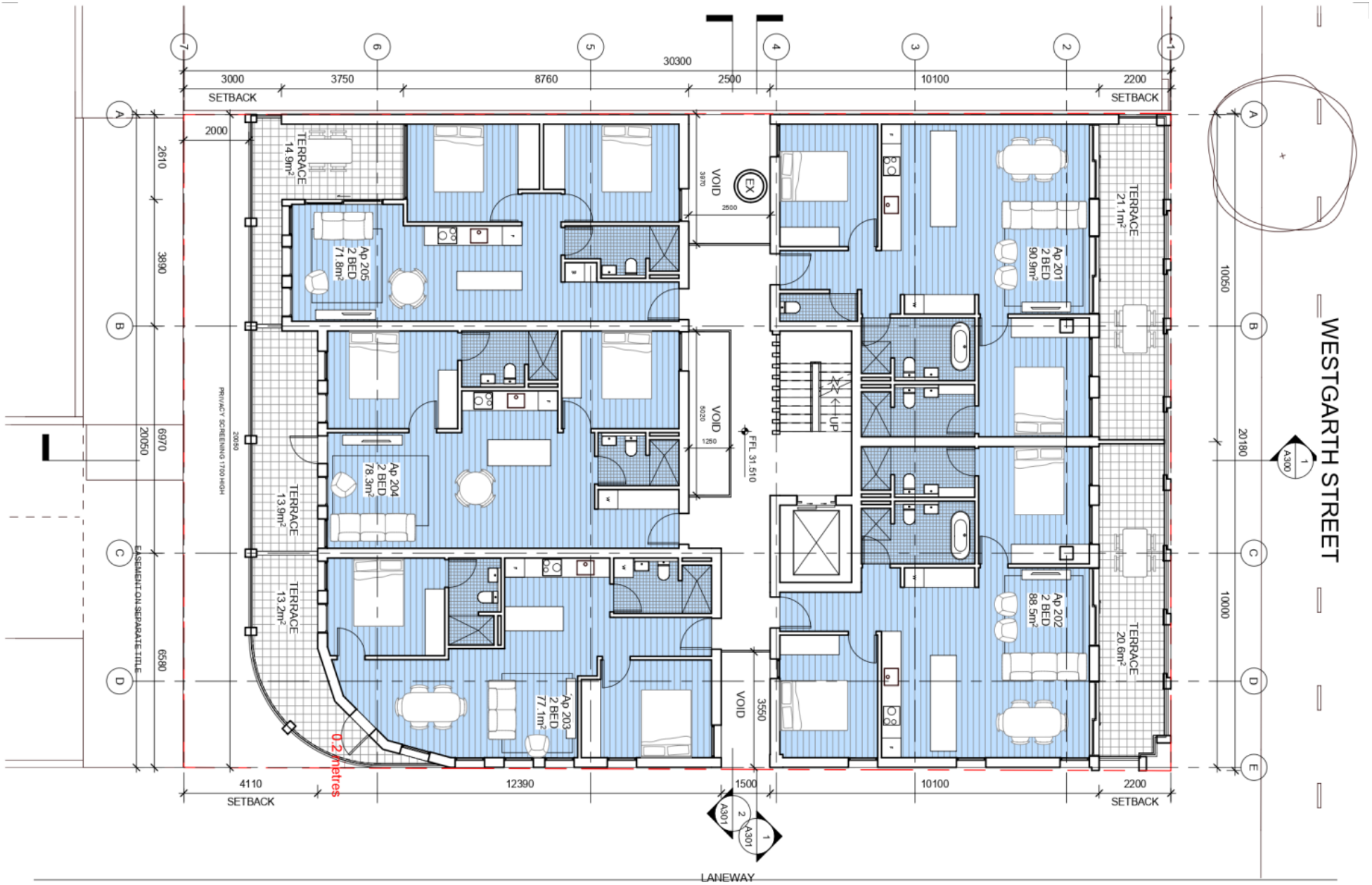

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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-19

Project: 82 WESTGARTH STREET FITZROY
Sheet title: PROPOSED LEVEL 3 PLAN
Project no.: 0032
Date: 2020-10-19
Scale: 1 : 100
Revision: 4
Sheet size: A3
Sheet no.: A104
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

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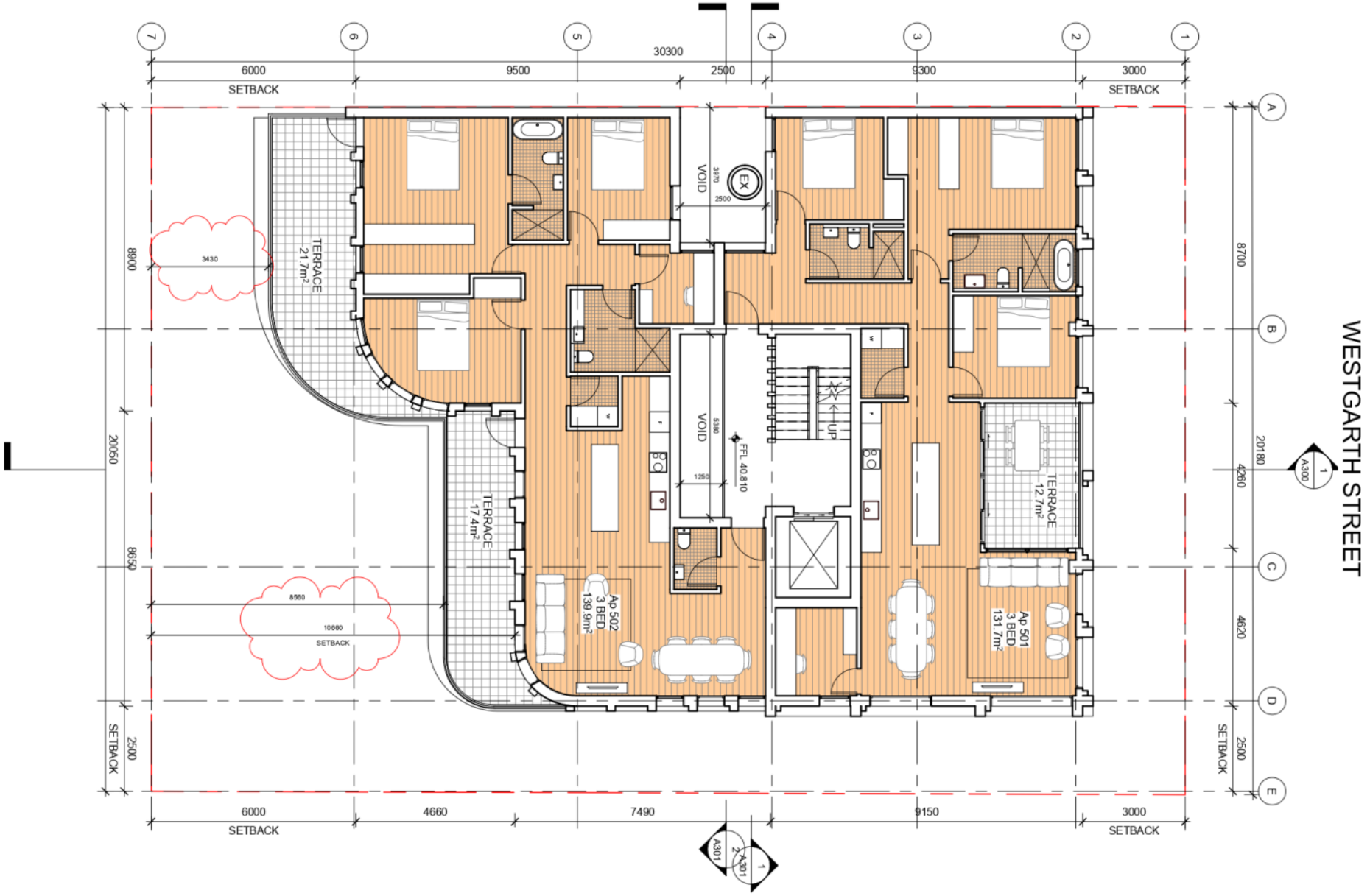
NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-19

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED LEVEL 4 PLAN

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-10-19**
Revision **4**
Sheet no. **A105**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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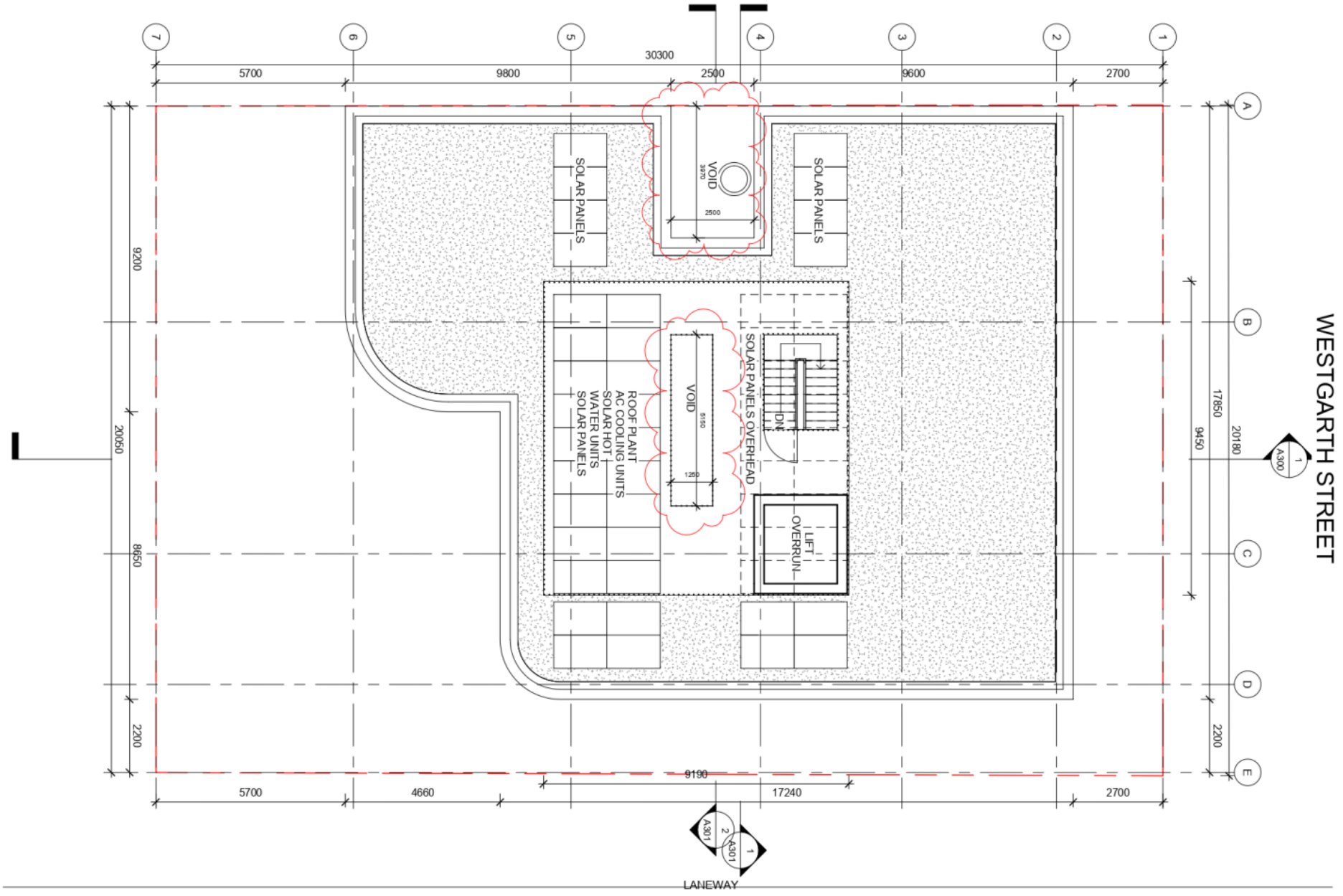
-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-19

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED LEVEL 5 PLAN

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-10-19**
Revision **4**
Sheet no. **A106**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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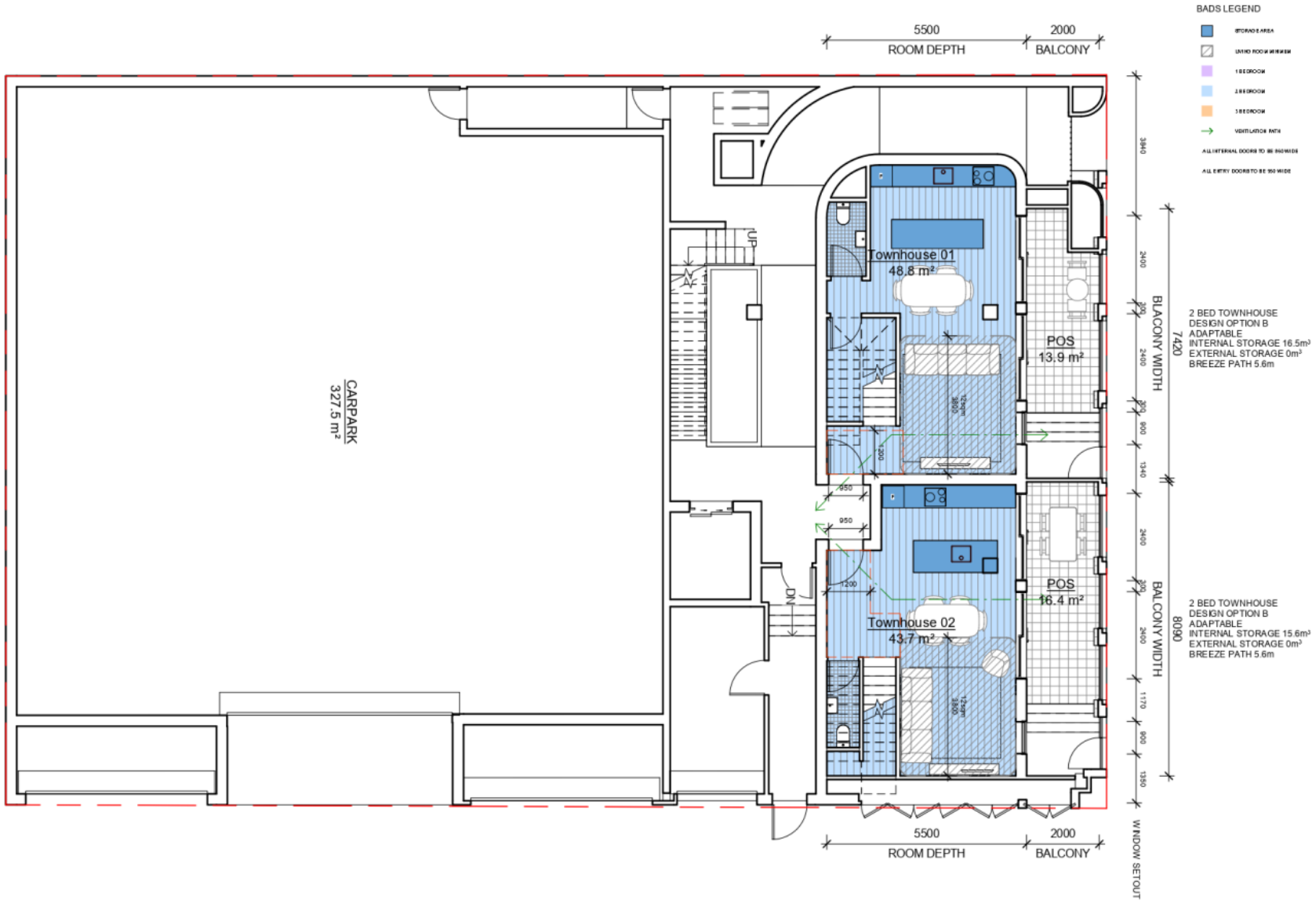
NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-19

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED ROOF PLAN

Project no. **0032**
Date **2020-10-19**
Scale **1 : 100**
Revision **4**
Sheet size **A3**
Sheet no. **A107**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-30
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI 3	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
LEVEL 00 GROUND BADS PLAN

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A109**
NOT FOR CONSTRUCTION

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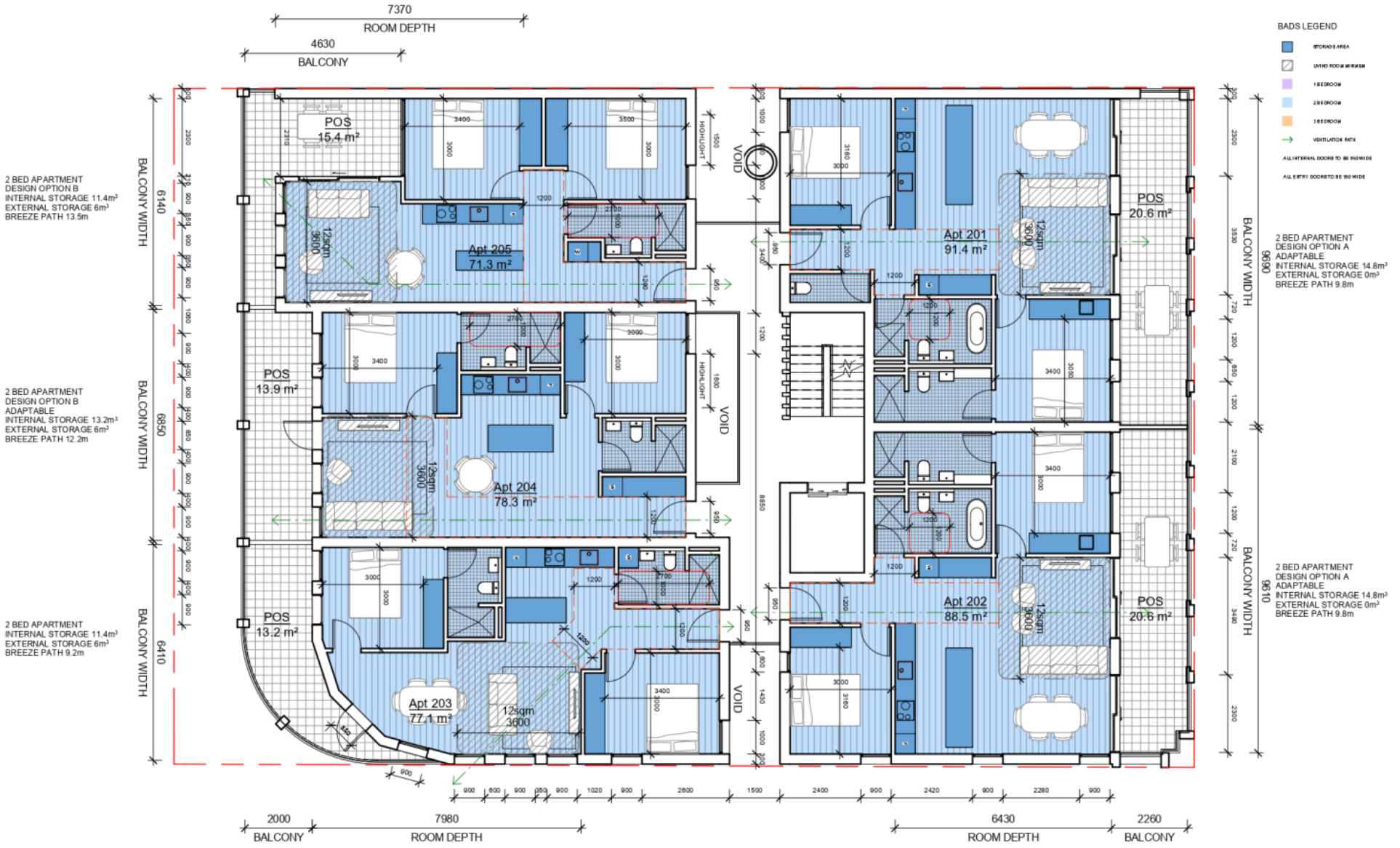
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
LEVEL 1 BADS PLAN

Project no. **0032**
Date **2020-09-14**
Scale **1 : 100**
Revision **3**
Sheet size **A3**
Sheet no. **A110**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-04-28
-	S57A DRAWING UPDATE	2020-05-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
LEVEL 2 BADS PLAN

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A111**

NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

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Project
82 WESTGARTH STREET FITZROY

Sheet title
LEVEL 3 BADS PLAN

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-09-14
Revision 3
Sheet no. A112
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

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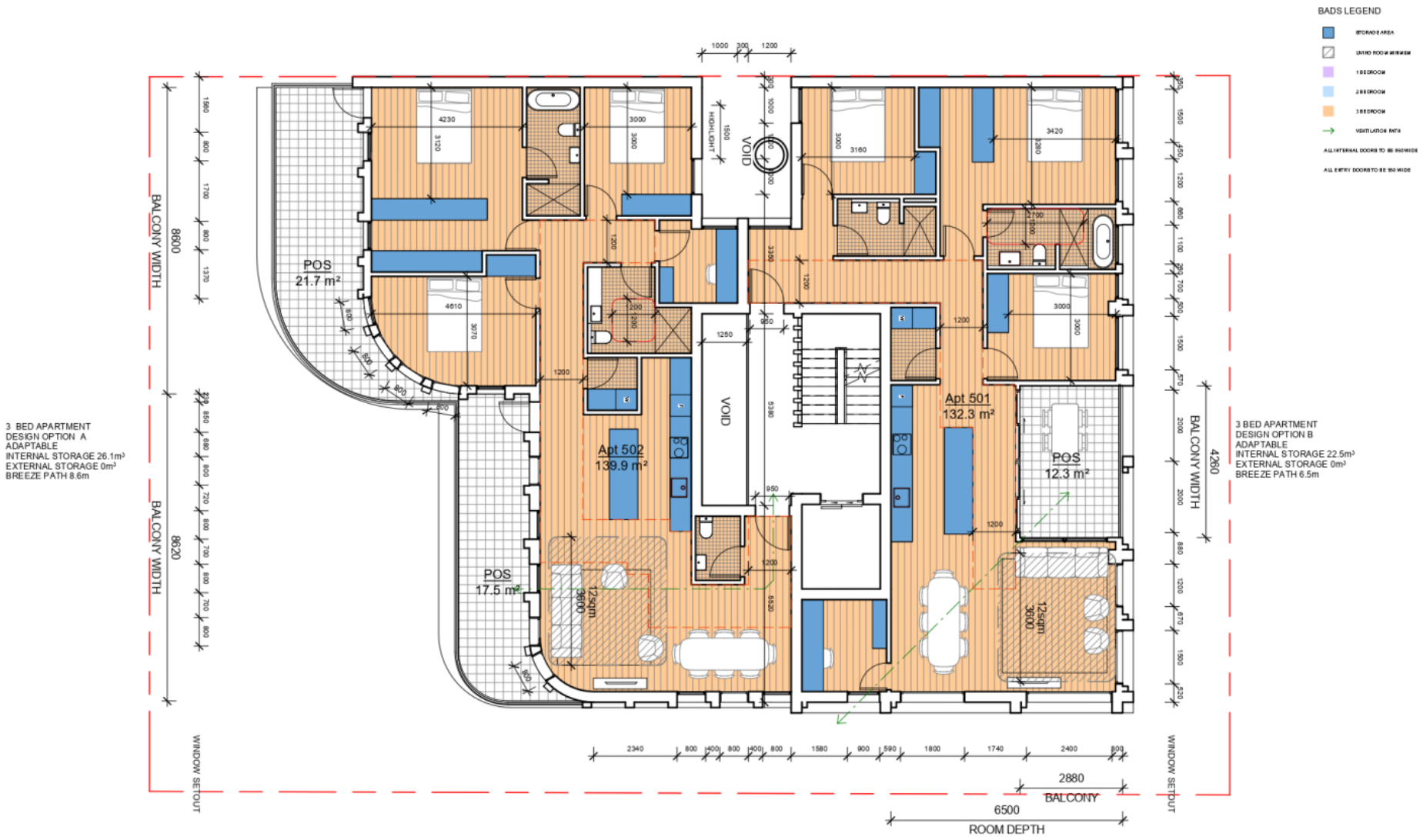
Project
82 WESTGARTH STREET FITZROY

Sheet title
LEVEL 4 BADS PLAN

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-09-14
Revision 3
Sheet no. A113
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-09-08
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
LEVEL 5 BADS PLAN

Project no. **0032** | Scale **1 : 100** | Sheet size **A3**
Date **2020-09-14** | Revision **3** | Sheet no. **A114**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

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NOTES

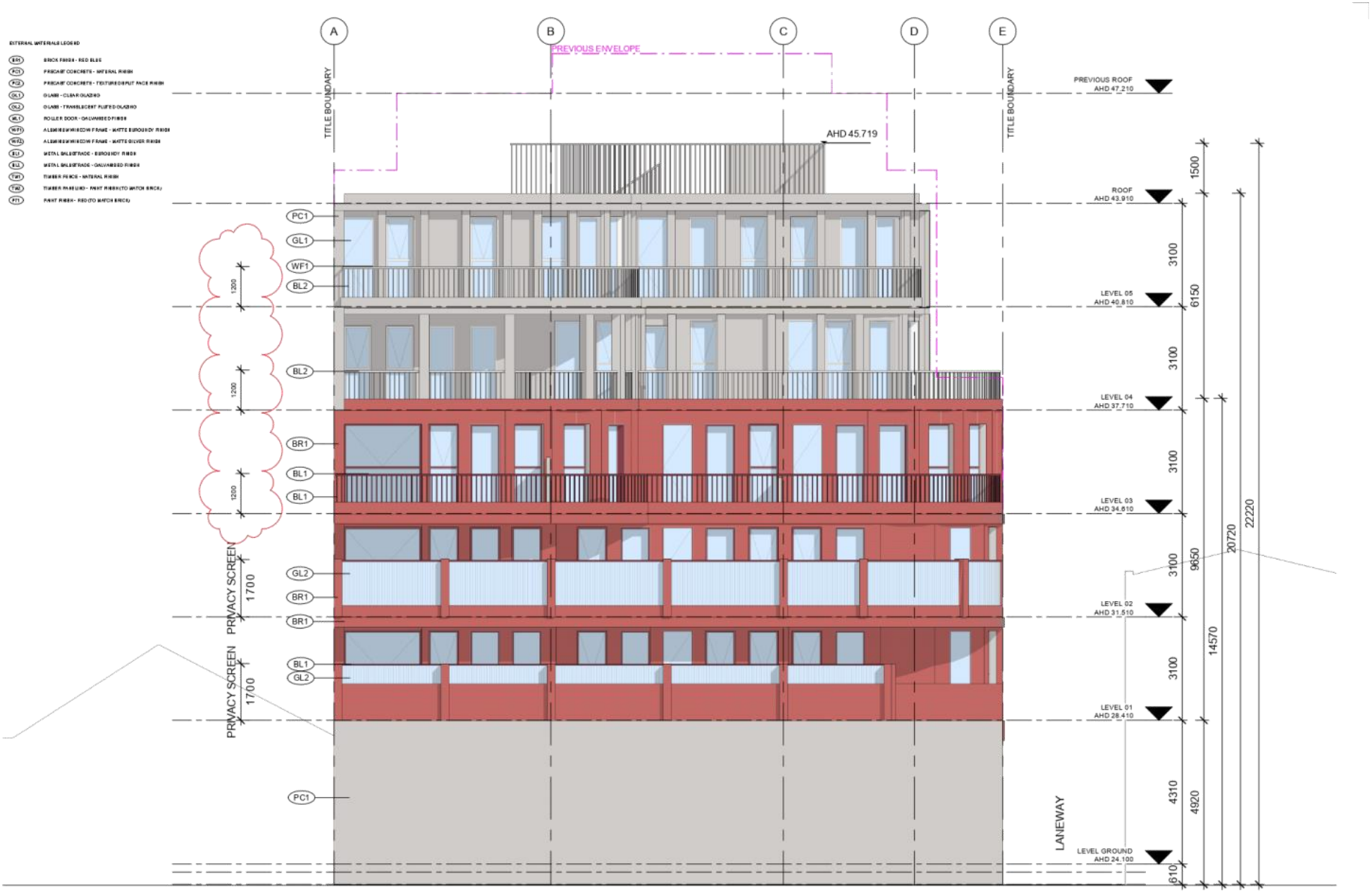
-	PLANNING SUBMISSION	2019-12-18
-	S57A DRAWING UPDATE	2020-08-14
-	COUNCIL RFI 3	2020-10-19

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED NORTH ELEVATION

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-10-19**
Revision **4**
Sheet no. **A200**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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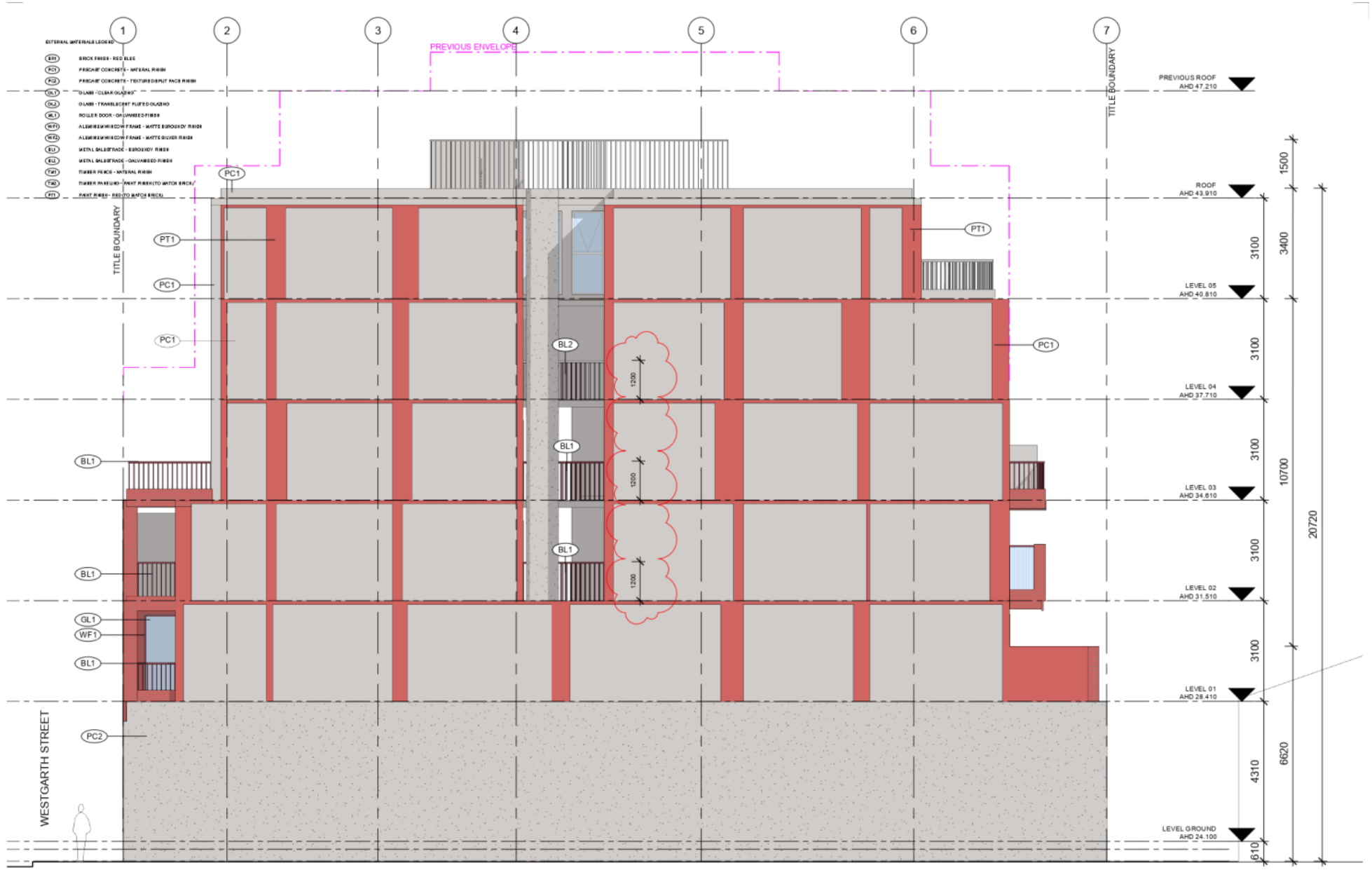
Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED SOUTH ELEVATION

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-10-19
Revision 4
Sheet no. A202
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED WEST ELEVATION

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-10-19
Revision 4
Sheet no. A203
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

BK1 BRICK FINISH - RED BLUE

PC1 PRECAST CONCRETE - NATURAL FINISH

PC2 PRECAST CONCRETE - TEXTURED SPLIT FACE FINISH

TM1 TIMBER FENCE - NATURAL FINISH

TM2 TIMBER PANELING - RED PAINT FINISH (TO MATCH BRICK)

WF1 ALUMINIUM WINDOW FRAME - MATTE BURGUNDY FINISH

WF2 ALUMINIUM WINDOW FRAME - MATTE SILVER FINISH

GL1 GLASS - TRANSLUCENT FLUTED GLAZING

BL1 METAL BALUSTRADE - BURGUNDY FINISH

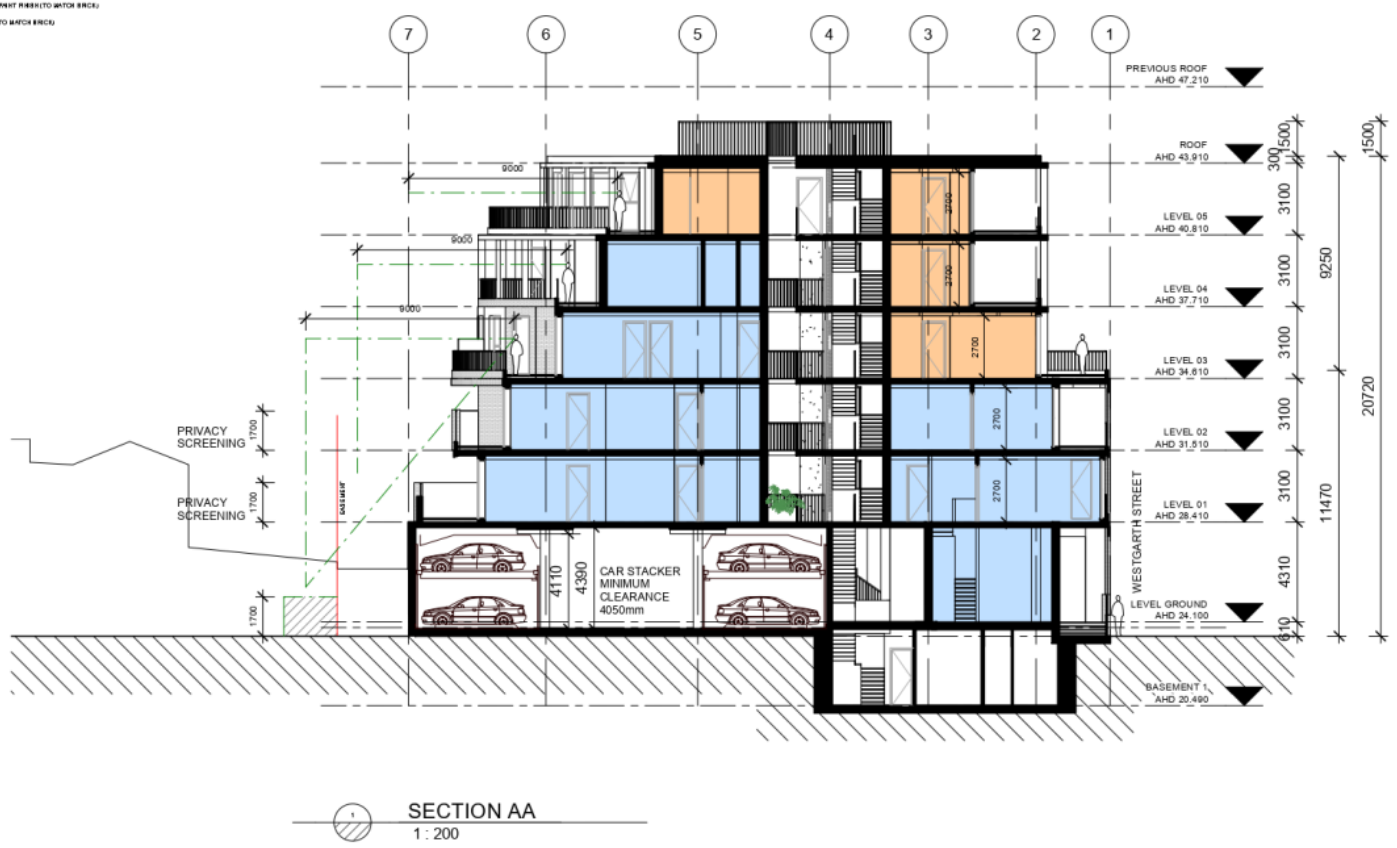
BL2 METAL BALUSTRADE - GALVANISED FINISH

RD1 ROLLER DOOR - GALVANISED FINISH

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

EXTERNAL MATERIALS LEGEND

- BR1 BRICK FINISH - RED BLEE
- PC1 PRECAST CONCRETE - NATURAL FINISH
- PC2 PRECAST CONCRETE - TEXTURED/SPLIT FACE FINISH
- GL1 GLASS - CLEAR GLAZING
- GL2 GLASS - TRANSLUCENT FLUTED GLAZING
- ML1 ROLLER DOOR - GALVANISED FINISH
- WF1 ALUMINIUM WINDOW FRAME - MATTE BURGUNDY FINISH
- WF2 ALUMINIUM WINDOW FRAME - MATTE SILVER FINISH
- BL1 METAL BALUSTRADE - BURGUNDY FINISH
- BL2 METAL BALUSTRADE - GALVANISED FINISH
- TF1 TIMBER FENCE - NATURAL FINISH
- TP2 TIMBER PANELLING - PAINT FINISH (TO MATCH BRICK)
- PT1 PAINT FINISH - RED (TO MATCH BRICK)



SECTION AA
1 : 200

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
SECTION N-S

Project no. **0032**
Scale **As indicated**
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A300**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

EXTERNAL MATERIALS LEGEND

- BR1 BRICK FINISH - RED ELSE
- PC1 PRECAST CONCRETE - NATURAL FINISH
- PC2 PRECAST CONCRETE - TEXTURED/SPLIT FACE FINISH
- GL1 GLASS - CLEAR GLAZING
- GL2 GLASS - TRANSLUCENT FLUTED GLAZING
- ML1 ROLLER DOOR - GALVANISED FINISH
- WF1 ALUMINIUM WINDOW FRAME - MATTE BURGUNDY FINISH
- WF2 ALUMINIUM WINDOW FRAME - MATTE SILVER FINISH
- BL1 METAL BALUSTRADE - BURGUNDY FINISH
- BL2 METAL BALUSTRADE - GALVANISED FINISH
- TW1 TIMBER FENCE - NATURAL FINISH
- TW2 TIMBER PANELLING - PAINT FINISH (TO MATCH BRICK)
- PT1 PAINT FINISH - RED (TO MATCH BRICK)

1 SECTION BB
1 : 200

2 SECTION CC
1 : 200

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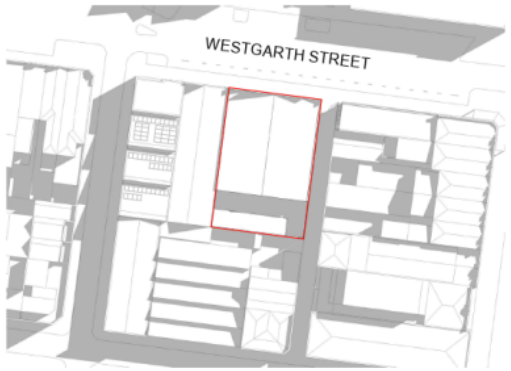
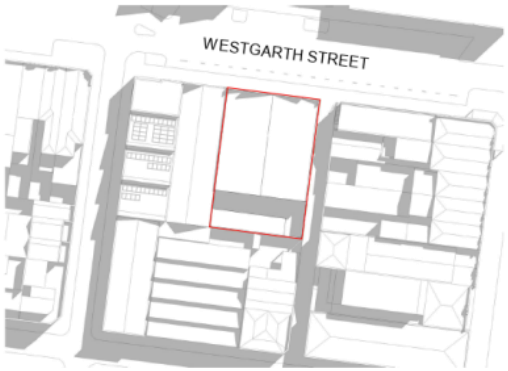
-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project: 82 WESTGARTH STREET FITZROY
Sheet title: SECTION E-W
Project no.: 0032
Scale: As indicated
Sheet size: A3
Date: 2020-09-14
Revision: 3
Sheet no.: A301
NOT FOR CONSTRUCTION

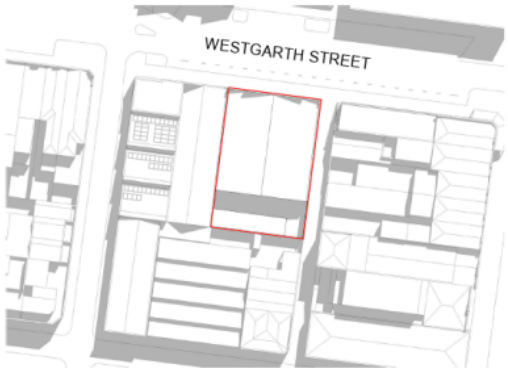
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



EXISTING 9AM SHADOWS
22ND SEPTEMBER

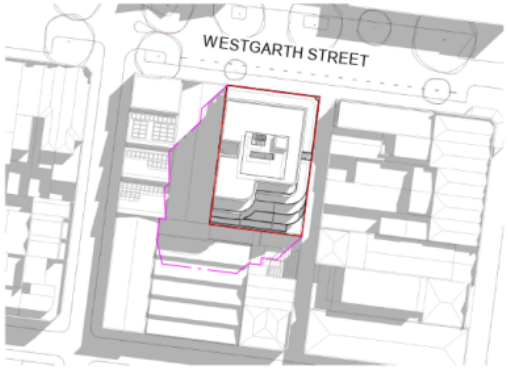


EXISTING 10AM SHADOWS
22ND SEPTEMBER

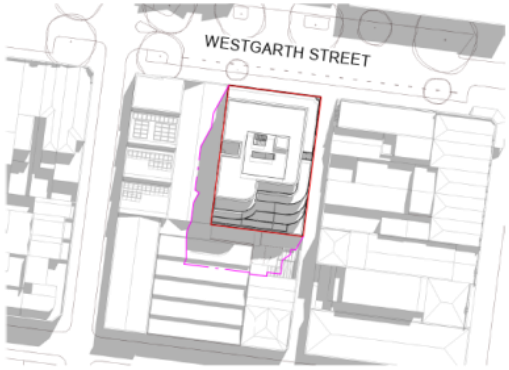


EXISTING 11AM SHADOWS
22ND SEPTEMBER

PROPOSED 9AM SHADOWS
22ND SEPTEMBER



PROPOSED 10AM SHADOWS
22ND SEPTEMBER



PROPOSED 11AM SHADOWS
22ND SEPTEMBER

PREVIOUS ENVELOPE

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW ANALYSIS 1

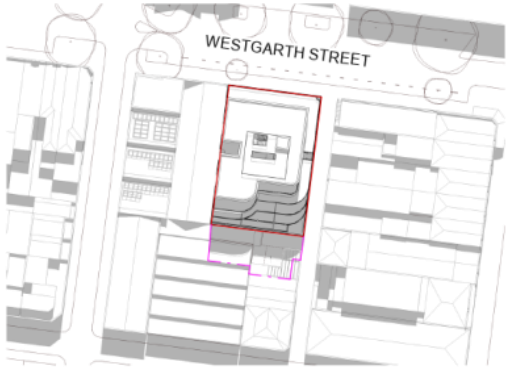
Project no. **0032**
Scale **1:1000**
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A040**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

EXISTING 12PM SHADOWS
22ND SEPTEMBER

EXISTING 1PM SHADOWS
22ND SEPTEMBER

EXISTING 2PM SHADOWS
22ND SEPTEMBER



PROPOSED 12PM SHADOWS
22ND SEPTEMBER

PROPOSED 1PM SHADOWS
22ND SEPTEMBER

PROPOSED 2PM SHADOWS
22ND SEPTEMBER

PREVIOUS ENVELOPE

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW ANALYSIS 2

Project no. **0032**
Scale **1:1000**
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A041**

NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

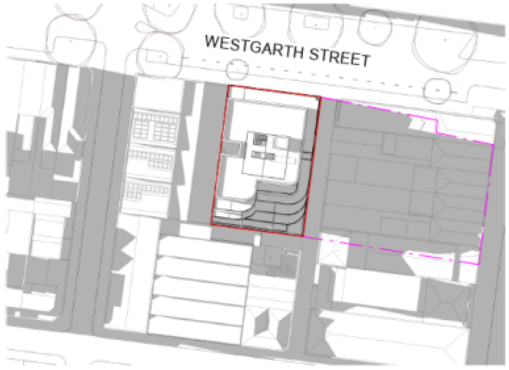
EXISTING 3PM SHADOWS
22ND SEPTEMBER

EXISTING 4PM SHADOWS
22ND SEPTEMBER

EXISTING 5PM SHADOWS
22ND SEPTEMBER

PROPOSED 3PM SHADOWS
22ND SEPTEMBER

PROPOSED 4PM SHADOWS
22ND SEPTEMBER



PROPOSED 5PM SHADOWS
22ND SEPTEMBER

PREVIOUS ENVELOPE

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
SHADOW ANALYSIS 3

Project no. 0032
Scale 1:1000
Sheet size A3
Date 2020-09-14
Revision 3
Sheet no. A042

NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

9AM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 7.4m²
AREA OF DIRECT SUNLIGHT - 22.4m²

10AM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 14.1m²
AREA OF DIRECT SUNLIGHT - 36.3m²

AREA OF ADDITIONAL SHADOW

AREA OF EXISTING SHADOW

PRIVATE OPEN SPACE

COVERED(TRANSPARENCY) PRIVATE OPEN SPACE

PREVIOUS ENVELOPE SHADOW

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SHADOW ANALYSIS

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A043**

NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

11AM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 22.2m²
AREA OF DIRECT SUNLIGHT - 40.9m²

12PM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 25.9m²
AREA OF DIRECT SUNLIGHT - 45.5m²

AREA OF ADDITIONAL SHADOW
AREA OF EXISTING SHADOW
PRIVATE OPEN SPACE
COVERED(TRANSPARENT) PRIVATE OPEN SPACE
PREVIOUS ENVELOPE SHADOW

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-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-30
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
PROPOSED SHADOW ANALYSIS

Project no. **0032**
Scale **1 : 100**
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A044**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

1PM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 37.7m²
AREA OF DIRECT SUNLIGHT - 28.5m²

2PM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 47.9m²
AREA OF DIRECT SUNLIGHT - 10.5m²

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-30
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SHADOW ANALYSIS

Project no. 0032
Scale 1 : 100
Sheet size A3
Date 2020-09-14
Revision 3
Sheet no. A045

NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)

3PM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 22.5m²
AREA OF DIRECT SUNLIGHT - 22.5m²

4PM SHADOWING
TOTAL POS - 95m²
COVERED POS - 31m²
BALCONY AREA - 8.8m²
AREA OF ADDITIONAL SHADOW - 5.5m²
AREA OF DIRECT SUNLIGHT - 15.9m²

AREA OF ADDITIONAL SHADOW

AREA OF EXISTING SHADOW

PRIVATE OPEN SPACE

COVERED(TRANSPARENCY) PRIVATE OPEN SPACE

PREVIOUS S.W ENVELOPE SHADOW

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NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-30
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

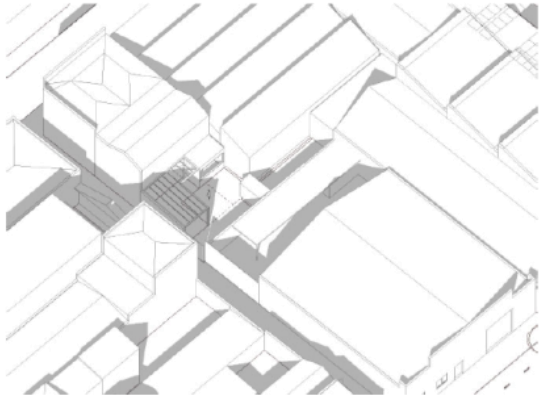
Project
82 WESTGARTH STREET FITZROY

Sheet title
PROPOSED SHADOW ANALYSIS

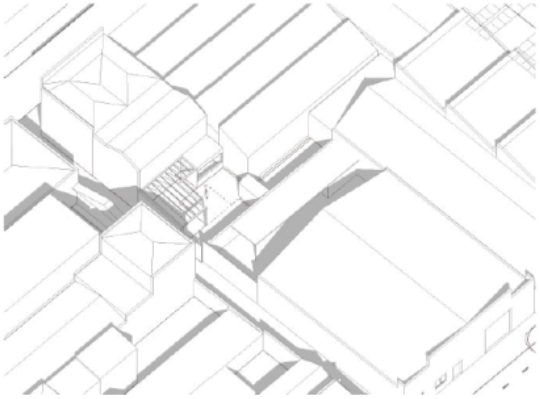
Project no.	Scale	Sheet size
0032	1 : 100	A3
Date	Revision	Sheet no.
2020-09-14	3	A046

NOT FOR CONSTRUCTION

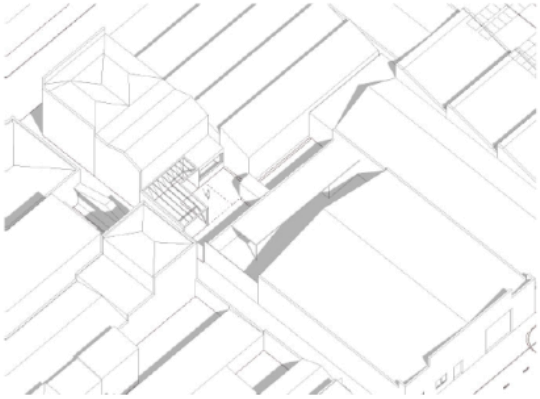
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



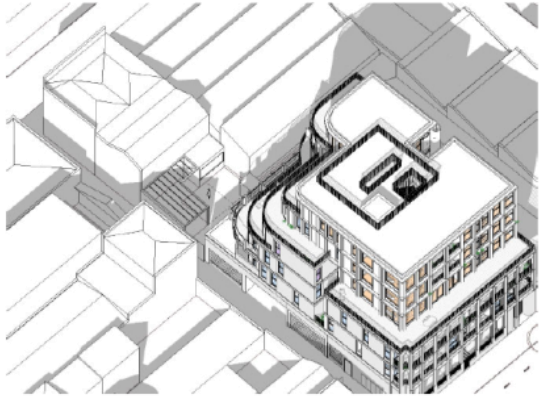
EXISTING 9AM SHADOWS
22ND SEPTEMBER



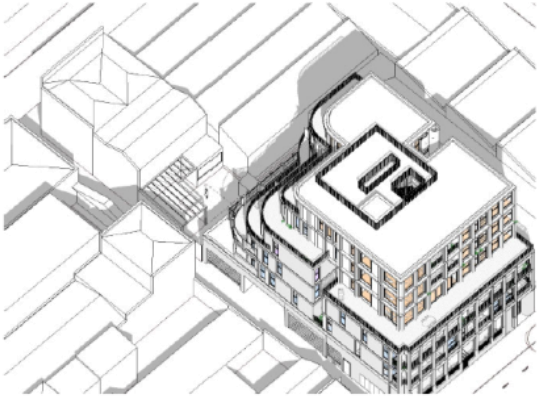
EXISTING 10AM SHADOWS
22ND SEPTEMBER



EXISTING 11AM SHADOWS
22ND SEPTEMBER



PROPOSED 9AM SHADOWS
22ND SEPTEMBER



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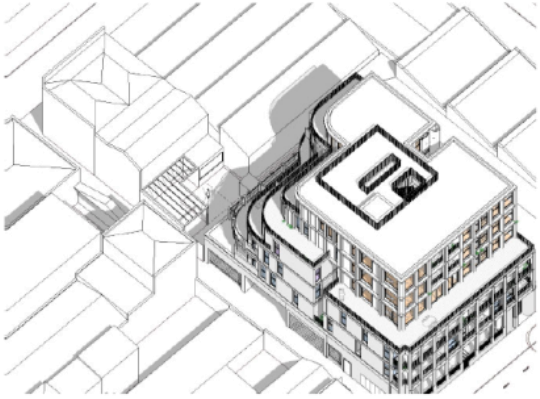
22ND SEPTEMBER



PROPOSED 11AM SHADOWS
22ND SEPTEMBER

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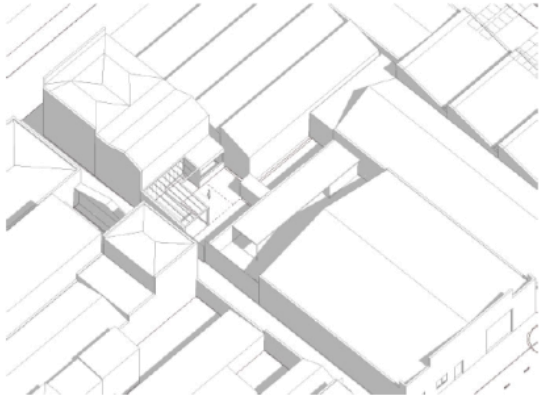
NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

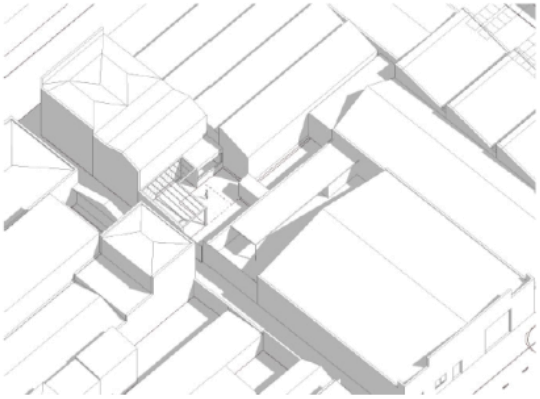
Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW STUDIES

Project no. **0032**
Scale **A3**
Date **2020-09-14**
Revision **3**
Sheet size **A3**
Sheet no. **A047**
NOT FOR CONSTRUCTION

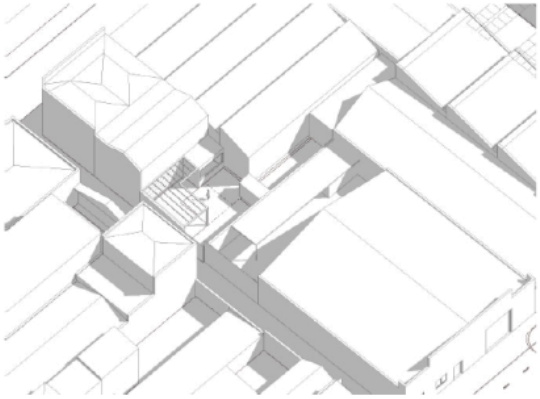
Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



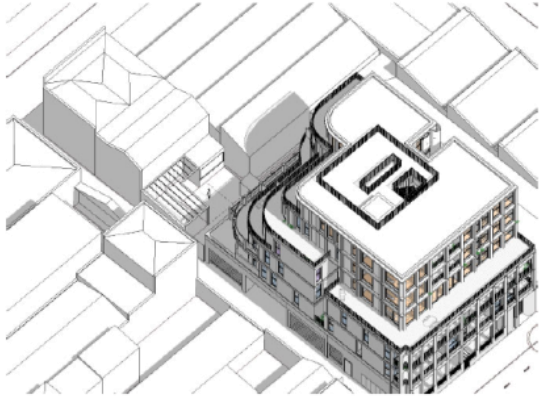
EXISTING 12PM SHADOWS
22ND SEPTEMBER



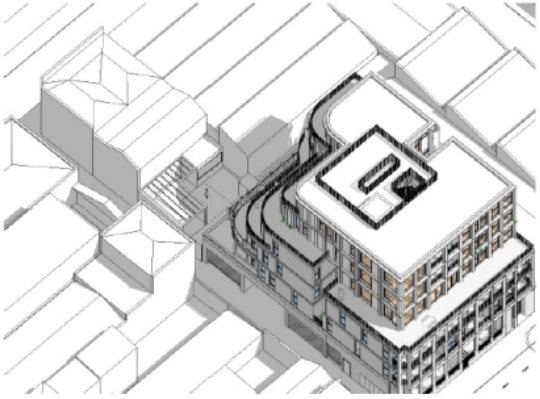
EXISTING 1PM SHADOWS
22ND SEPTEMBER



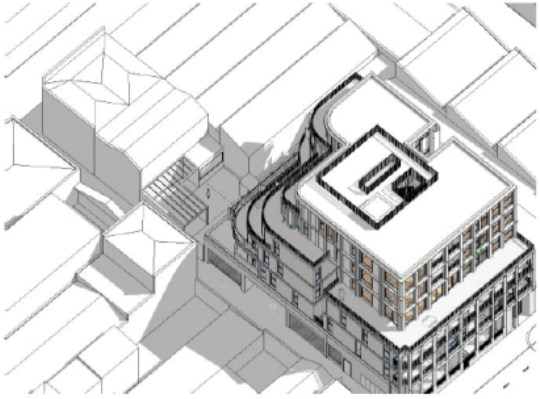
EXISTING 2PM SHADOWS
22ND SEPTEMBER



PROPOSED 12PM SHADOWS
22ND SEPTEMBER



PROPOSED 1PM SHADOWS
22ND SEPTEMBER



PROPOSED 2PM SHADOWS
22ND SEPTEMBER

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NOTES
CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCEMENT OF WORK. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH OTHER CONTRACT DOCUMENTS INCLUDING THOSE BY OTHER CONSULTANTS AND INCLUDING SCHEDULES AND SPECIFICATIONS.
NEW CONSTRUCTION TO T HROUGH MOVEMENT JOINTS TO BE SET TO SCALED DIMENSIONS. FIGURED DIMENSIONS SHALL HAVE PRECEDENCE
THIS DRAWING IS COPYRIGHT AND SHALL REMAIN THE PROPERTY OF WALTER&WALTER

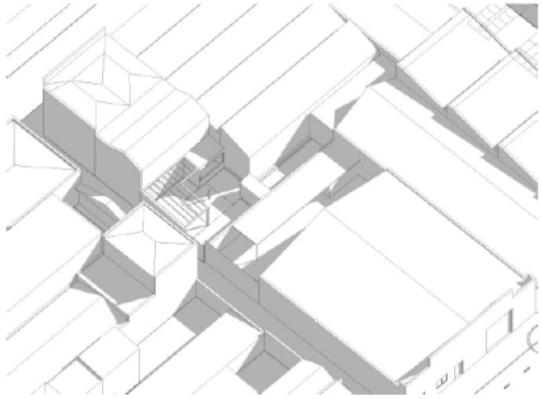
-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW STUDIES

Project no.	Scale	Sheet size
0032		**A3**
Date	Revision	Sheet no.
2020-09-14	**3**	**A048**

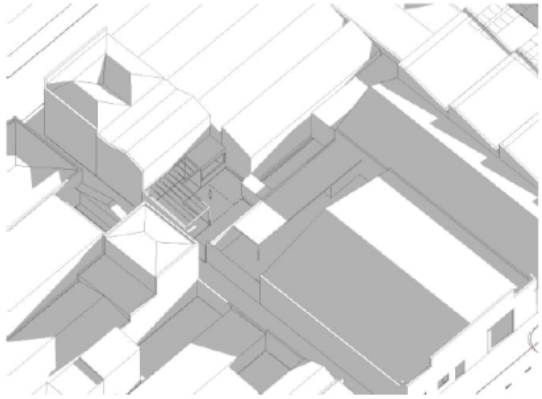
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



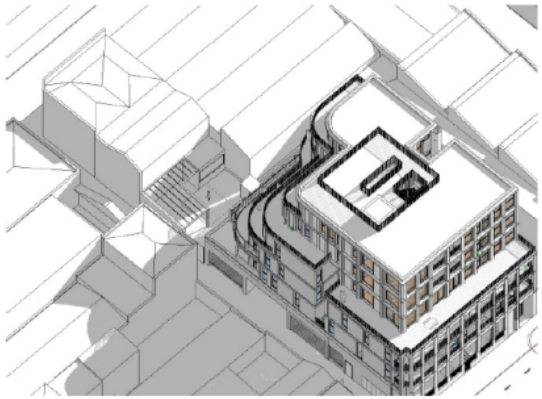
EXISTING 3PM SHADOWS
22ND SEPTEMBER

EXISTING 4PM SHADOWS
22ND SEPTEMBER

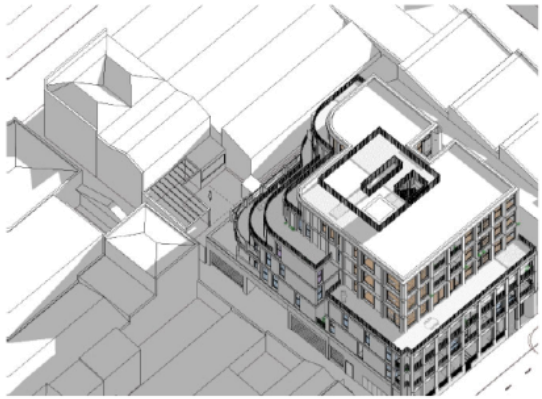


EXISTING 5PM SHADOWS
22ND SEPTEMBER

PROPOSED 3PM SHADOWS
22ND SEPTEMBER



PROPOSED 4PM SHADOWS
22ND SEPTEMBER



PROPOSED 5PM SHADOWS
22ND SEPTEMBER

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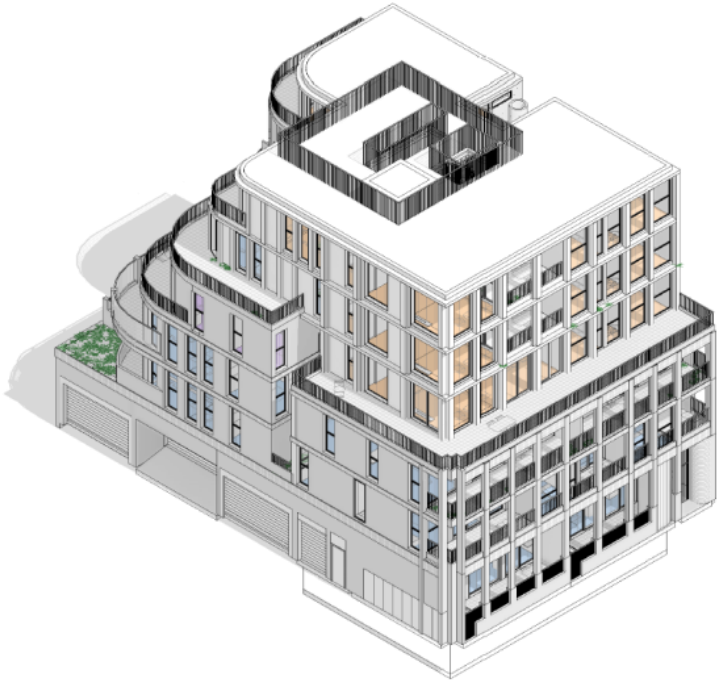
NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
SHADOW STUDIES

Project no. **0032**
Scale
Sheet size **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A049**
NOT FOR CONSTRUCTION

Attachment 14 - PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Plans (Decision Plans)



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Walter&Walter
www.walterwalter.com.au

NOTES

-	PLANNING SUBMISSION	2019-12-18
-	RFI RESPONSE	2020-06-26
-	S57A DRAWING UPDATE	2020-09-14
-	COUNCIL RFI	2020-10-15

Project
82 WESTGARTH STREET FITZROY
Sheet title
AXO VIEWS

Project no. **0032**
Scale **A3**
Date **2020-09-14**
Revision **3**
Sheet no. **A500**
NOT FOR CONSTRUCTION

Attachment 15 - PLN19/0922 - 82 Westgarth Street Fitzroy - Traffic Engineering Comments (S57A Plans)

CITY OF YARRA

MEMO

To:	**Nish Goonetilleke**	
From:	**Artemis Bacani**	
Date:	**9 November 2020**	
Subject:	**Application No:**	**PLN19/0922**
	Description:	**Revised Plans and Applicant's Response**
	Site Address:	**82 Westgarth Street, Fitzroy**

The Statutory Planning unit have requested for the Civil Engineering unit to provide advice on the applicant's amended plans and response to design items for the development at 82 Westgarth Street, Fitzroy. The Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
O'Brien Traffic	*Traffic Impact Assessment*		28 September 2020
Walter & Walter	A000 *Cover Page*	5	2 November 2020
	A100 *Proposed Basement Plan*	3	19 October 2020
	A101 *Proposed Ground Floor Plan*	5	2 November 2020
	A200 *Proposed North Elevation*	4	19 October 2020
	A201 *Proposed East Elevation*	4	19 October 2020
	A203 *Proposed West Elevation*	4	19 October 2020
	A300 *Section N-S*	4	19 October 2020

REVISED GROUND FLOOR LAYOUT AND RESPONSE TO DESIGN ITEMS

Applicant's Response	Civil Engineering Response
"The amended plans have been updated to include a convex mirror as requested".	The applicant has proposed a convex mirror on the north and south side of the car park doorway entrance. The Civil Engineering unit supports this proposal.
"With respect to the use of the B50 design to the rear-most car parking spaces, this item is addressed at p. 14 of the Traffic Report, which notes that "These diagrams show that access to the end spaces (to the western end) should be allocated as "small car" spaces only, as they are accessible by a B50 car only". It is submitted that this arrangement is not unreasonable or uncommon in developments of this nature".	The spaces to be allocated as a "small car" space are to be labelled on the drawings. In previous traffic reports we have reviewed, it is not uncommon for 10 percent of the total number of car spaces to be allocated for a small car space. However, it is noted that the *Brisbane City Council City Plan 2014 (Section 7.8.1)* allows up to 20 percent of the total number of car spaces for small cars. In this instance, since there are 22 spaces proposed for the development, the maximum number of small car spaces that could be provided is four spaces.

Attachment 15 - PLN19/0922 - 82 Westgarth Street Fitzroy - Traffic Engineering Comments (S57A Plans)

Applicant's Response	Civil Engineering Response
"With respect to the use of the B85 design for the ground clearance, the project team has investigated whether the car parking layout can be revised to accommodate a B99 car, and due to a number of factors it is considered that designing for B85 is appropriate in this instance".	The Civil Engineering unit has reviewed its requirement to use the B99 design vehicle template for the ground clearance analysis for this development. Since this is primarily a residential development, the Civil Engineering unit does not have any objection for the B85 design vehicle template to be used for the ground clearance analysis. The submitted ground clearance analysis from the applicant's traffic engineers, O'Brien Traffic, shows that a B85 design vehicle would not scrape or bottom-out when traversing over the 1 in 6 grade ramp from the laneway into the property. In addition, sight visibility for exiting vehicles would not be exacerbated by the 1 in 6 ramp given that it ramps down towards the laneway.
"Primarily, we note that compliance with Melbourne Water requirements regarding levels was the key factor in the design of the ramp which result in the ground clearance to meeting the B99 design requirements – this is also detailed at p. 14 of the Traffic Report. Furthermore, even if the ramp was extended, B99 cars would not be able to be accommodated in the proposed car stacker".	
"Whilst we recognise that the proposal is technically classified as a 'commercial' building, given that the proposed development is entirely residential in nature we do consider it unreasonable for the ramp to be designed to accommodate on a B85 cars. Again, we note this is not uncommon for infill development of this nature".	As detailed above, the applicant's traffic engineers, O'Brien Traffic, have demonstrated by a ground clearance analysis that a B85 design vehicle will not scrape or bottom-out when traversing over the 1 in 6 ramp.

Attachment 16 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (S57A Plans)

City of Yarra
Heritage Advice – S57A Plans

Application No.: PLN19/0922

Address of Property: 82 Westgarth Street, Fitzroy

Planner: Nish Goonetilleke

Yarra Planning Scheme References: Clauses 43.01, 21.05 and 22.02

I provided brief advice previously and written advice on 10 July, 2020. This advice addresses the S57A amended plans and not everything contained in the previous advice is included here are as both documents are intended to be read in conjunction.

Heritage Overlay No. HO334 **Precinct:** South Fitzroy

Abuts the Brunswick Street Precinct (HO311).

Level of significance

No. 82 Westgarth Street, Fitzroy, a factory/warehouse constructed c.1950 - 1960, is not listed in Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007*. (*Rev. May. 2018*). It is assumed from this omission and it is obvious from a site inspection that the building is Not contributory.

Nos. 81 - 87 Westgarth Street, Fitzroy, Fitzroy, a row of single storey brick cottages, constructed 1880 – 1890, are Individually significant. They are opposite the subject site.

Proposal

Demolition of all existing fabric and construction of a 6 level building above a basement. One level has been deleted from the previous proposal.

Drawing Numbers

Advertised plans: a set of architectural drawings prepared by Walter&Walter, marked "Not for Construction" and with no Council date stamp and as per Council's website. (Rev. 2 Plans)

List of changes prepared by W&W dated 17.09.2020.

S57 amended plans: a set of architectural drawings prepared by Walter&Walter, marked "Not for Construction". (Rev. 3 and 4 (dated 19.10.2020) plans.

Assessment of Proposed Works

Demolition

Demolition as proposed is acceptable.

Proposed works

Recommendation / Comments:

Cl. 21.04-1 states *inter alia, viz.*:

> **Objective 14 To protect and enhance Yarra's heritage places.**
>
> Strategy 14.3 Protect the heritage skyline of heritage precincts.
>
> Strategy 14.5 Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

Also refer to Cl. 22.02.

My previous concerns are set out below together with the S57 responses.

Approved but subject to:

- Nothing should project beyond the property line. All façade columns and nibs should be brought back to this line.

S57A response: revised to ensure that all elements are within the curtilage (all site boundaries). Complies.

- Clarify the setback of Level 6 on Sheet A107.

S57A response: this level has been deleted but the setback was dimensioned at 4.980 metres. The setbacks at Level 5 was and remains as 3 metres and is the same for Levels 3 and 4 which are above the podium. I note that there was a rear setback of 3 metres but now it is articulated and of varying dimensions. To achieve a better heritage outcome I would recommend increasing the front setback and reducing the rear setback only if it has no visual impact on the Brunswick Street buildings i.e. no visibility on the skyline on the west side.

- Clarify what/where the 3 square section columns in the balcony of Levels 4 and 5 are and their purpose.

S57A response: these have been deleted.

- Delete 1 level from the podium/street wall component, and 1 from the levels above leaving 5 levels in total.

S57A response: overall the building has been reduced to 6 levels by deleting a level from the podium which is an improvement but not yet acceptable. The proposed height together with the top 3 levels is still too high for the context and the podium height is still disproportionate to the single storey and double storey Victorian buildings in the streetscape. The podium is higher than the top levels. Either delete one level from the podium, reduce the floor to ceiling height(s) of the podium or introduce a setback to the top level of the podium to maintain an appropriate proportion. The podium should not be as high as the main body above i.e. Levels 3 – 5. Computer modelling would show various configurations.

- The street wall should only be carried up to Level 3. Any levels above should have unencumbered/open setbacks of sufficient depth to make them less apparent, recessive and not dominant.

S57A response: now carried up 3 storeys (Ground, Levels 1 – 2) which is acceptable of itself but the aim to make the upper levels above less apparent, recessive and not dominant still is applicable. Refer to the discussion immediately above.

- Increase the front setbacks above the street wall i.e. of Level 4 and above to reduce visual bulk and to make them recessive and not dominant.

S57A response: these are is still issues. Refer to the discussion above.

- Reconsider the treatment of the Ground level façade.

S57A response: the long horizontal openings have been articulated by mullions which is an improvement. Acceptable.

The levels above are now far more regular which is also an improvement.

- Reconsider the use of precast concrete on visible wall surfaces and prefer something more aesthetic, textured and which will retain a pristine appearance over time.

S57A response: the "Precast concrete natural finish (PC!) is now in an acceptable quantity and placement, alternating with windows, on the East elevation. Acceptable.

Signed:

Robyn Riddett

Director – Anthemion Consultancies

Date: 18 November, 2020.

Figure 1 *The subject site.*

Figure 2 *South side of Westgarth Street looking east towards Brunswick Street.*

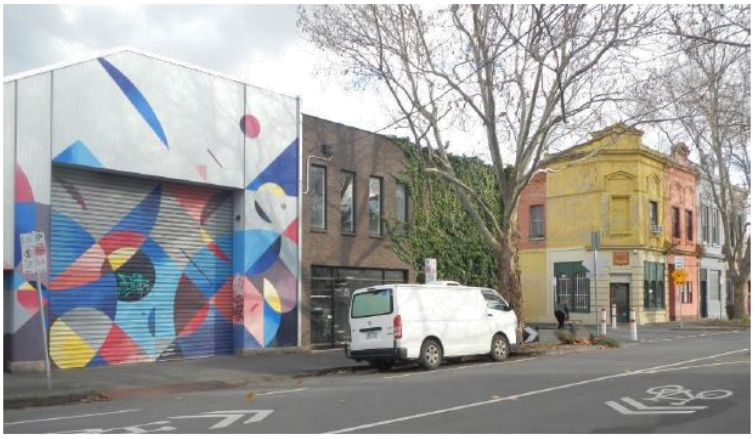

Figure 3 *South side of Westgarth Street looking west towards Fitzroy Street and beyond.*

Figure 4 *North side of Westgarth Street looking west towards Fitzroy Street and beyond.*

Figure 5 *North side of Westgarth Street directly opposite the subject site.*

Figure 6 *North side of Westgarth Street looking east towards Brunswick Street.*

Figure 7 *The corner of Brunswick and Westgarth Streets showing the proximity of the subject site.*

Figure 7 *Any visual impacts above these buildings as viewed in a standard sightline from Brunswick Street would be a concern.*

Attachment 16 - PLN19/0922 - 82 Westgarth Street Fitzroy - Heritage Comments (S57A Plans)

Attachment 17 - PLN19/0922 - 82 Westgarth Street Fitzroy - ESD Comments (S57A Plans)

CITY OF YaRRA

MeMO

TO:	**Nish Goonetilleke**
cc:	
FROM:	**Euan Williamson, ESD Advisor**
DATE:	**10.11.2020**
SUBJECT:	**PLN19/0922 – 82 Westgarth Street, Fitzroy**
	ESD response to amended plans, Daylight Report and SMP

Nish,

I have reviewed the amended SMP (14th October 2020) and Daylight Modelling Report (also prepared 14th October 2020) and the amended set of architectural drawings (2nd Nov 2020). In summary, the standard of ESD overall is generally higher than Council's 'best practice' standards, particularly the net-zero carbon standard that forms part of the proposal. However, there are some issues related to daylight access to some secondary bedrooms in the proposed building that I recommend be addressed through condition on permit.

The overall daylight standard for bedrooms meets the current BESS daylight minimum standard wherein 80% of bedrooms meet the daylight factor standard of 0.5% to 90% of the floor area. However, the remaining 20% that fall short of this standard, fall extremely short of the standard. Based on the Daylight Modelling Report some of these bedrooms will have 0% of the their floor area meeting the 0.5% daylight factor standard. These are second bedrooms in every instance (see list below).

The Daylight Modelling Report assumes the current built form conditions on adjoining sites, and this has some implications for bedrooms relying on daylight access via lightcourts. Standard assumptions for typology of this type would normally include a 'mirrored' design reflected on the adjoining site. Therefore, it's important to note that if the site 70-76 Westgarth Street is developed, the standards of daylight to bedrooms will decrease as the lightcourts are relying on daylight access via this adjoining property.

For this reason I recommend minor design improvements to improve daylight access into the secondary bedrooms (B2) in the following dwellings;

- 101, 103, 104
- 204, 205
- 303, 304, and
- 403

The following options should be carefully considered for these bedrooms;

- Increase size of glazing (vertical or horizontal*)
- Improve / maximise the VLT of glazing
- Improve / maximise the reflectivity of surrounding surfaces, such as white bricks on lower levels of internal courtyard/lightwell.

Attachment 17 - PLN19/0922 - 82 Westgarth Street Fitzroy - ESD Comments (S57A Plans)

**Please note that it appears the Daylight Modelling Report may have been prepared based on an older design (no highlight windows into these bedrooms), so the standard of daylight may have improved since the issuing of the Daylight Modelling Report.*

If you or the applicant would like to discuss my comments or recommendations, please don't hesitate to contact me.

Euan.

Euan Williamson
Environmentally Sustainable Development Advisor
City of Yarra PO Box 168 Richmond 3121
T (03) 9205 5366 **F** (03) 8417 6666
E euan.williamson@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 18 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

Goonetilleke, Nish

From: Athanasi, Atha
Sent: Tuesday, 24 November 2020 2:16 PM
To: Goonetilleke, Nish
Subject: RE: PLN19/0922 - 82 Westgarth Street Fitzroy - S57A (Revised Plans) - Applicant Response to Waste Comments

Hi Nish,

The waste management plan for 82 Westgarth Street, Fitzroy authored by Lid Consulting and dated 9/11/20 is satisfactory from a City Works Branch's perspective.

Let me know if you require anything further.

Regards,

Atha Athanasi
Contract Management Officer

Yarra Waste Services - City Works Branch
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Goonetilleke, Nish
Sent: Tuesday, 10 November 2020 11:02 AM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: RE: PLN19/0922 - 82 Westgarth Street Fitzroy - S57A (Revised Plans) - Applicant Response to Waste Comments

Hi Atha,

Sorry, the applicant has just emailed the most up-to-date WMP. See attached latest WMP and plans.

Lastly, I realised that I provided an earlier version of the updated WMP last week – the attached is the most current. I note that there are minor changes detailed below:

- *Page 3 - updated the glass bin recycling comment to be more appropriate for private collection.*
- *Page 4 - clarified collection from Westgarth St proposed.*

Attachment 18 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

- *Page 4 - amended comment regarding FOGO collection under section 3.2.*

Disregard WMP attached to the previous email dated 05.11.2020.

Thank you.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

T (03) 9205 5005
E Nish.Goonetilleke@yarracity.vic.gov.au
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Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Goonetilleke, Nish
Sent: Thursday, 5 November 2020 12:28 PM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: FW: PLN19/0922 - 82 Westgarth Street Fitzroy - S57A (Revised Plans) - Applicant Response to Waste Comments

Hi Atha,

Please see response to Council's City Works' comments below, amended plans and revised WMP.

Let me know what you think.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
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Attachment 18 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

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From: Paul Lewis [mailto:PLewis@tract.net.au]
Sent: Wednesday, 4 November 2020 5:32 PM
To: Goonetilleke, Nish <Nish.Goonetilleke@yarracity.vic.gov.au>
Subject: RE: PLN19/0922 - 82 Westgarth Street Fitzroy - S57A (Revised Plans) Engineering Comments

Hi Nish,

Hope you had a nice long weekend.

Following up on our correspondence from last week, please find attached amended plans to address the comments regarding waste, and a revised WMP.

With respect to waste:

- The updated plans note the area of the bin room and include additional dimensions.
- Given the already tight dimensions of the ground floor and bin room area it is not feasible to increase the size of the bin room. On this basis, we have proposed to change the waste collection to a private contractor rather than Council to provide greater flexibility to increase bin collection should this be required in future - this is detailed in the amended WMP attached. Please let me know if Council has any concerns with this approach.

We trust the amended materials assist in Council's assessment of the application. And as always, please feel free to give me a call to discuss once you've had a chance to review the attached materials.

Thanks,

Tract

Paul Lewis
Senior Town Planner
03 9427 3713

Tract
Level 6, 6 Riverside Quay
Southbank VIC 3006 Australia
03 9429 6133

www

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From: Athanasi, Atha
Sent: Thursday, 29 October 2020 12:03 PM
To: Goonetilleke, Nish <Nish.Goonetilleke@yarracity.vic.gov.au>
Subject: RE: PLN19/0922 - 82 Westgarth Street Fitzroy - Revised (S57A) WMP Referral

Hi Nish,

The waste management plan for 82 Westgarth Street, Fitzroy authored by Lid Consulting and dated 13/10/20 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Please detail the total footprint of suggested bins in M^2. This is so we can assess whether enough space has been allocated to form an effective waste system. The bin storage area may need to be expanded.

Attachment 18 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

2. Council collection service does not offer option to increase collection frequency. Space for extra bins should be incorporated in bin store design.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
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T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Goonetilleke, Nish
Sent: Thursday, 22 October 2020 4:37 PM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: PLN19/0922 - 82 Westgarth Street Fitzroy - Revised (S57A) WMP Referral

Hi Atha,

Hope you're well and staying safe.

The applicants for this project has amended the plans and acoustic report under a S57A of the Act (plans received 19.10.2020). Please see re-referral below for revised plans. The application is going upto a PDC meeting in December. So the comments are a little urgent.

Application No.: **PLN19/0922**
Address: **82 Westgarth Street Fitzroy**

Please find the following attached:

- Original WMP comments in the email trail below;
- Link to advertised documents: https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/05/15/pln190922
- Link to S57A cover letter, list of changes and S57A Plans: https://spaces.hightail.com/receive/2Fl2vqdtXb
- Revised WMP.

Thank you very much.

Attachment 18 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
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to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Athanasi, Atha
Sent: Friday, 12 June 2020 10:34 AM
To: Goonetilleke, Nish <Nish.Goonetilleke@yarracity.vic.gov.au>
Subject: RE: PLN19/0922 - 82 Westgarth Street Fitzroy - WMP Referral

Hi Nish,

The waste management plan for 82 Westgarth Street, Fitzroy authored by Lid Consulting and dated 19/12/19 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Please detail the total space of the waste storage area in M^2.
2. Please detail the total footprint of suggested bins in M^2.
3. Council does not offer a hard waste drop off service please check website for items accepted at the recycling centre.
4. Waste generation rates should align with Yarra's MUD Guidelines.
5. The WMP has conflicting information regarding Council and private collection procedures.
6. Reference to collections from Stawell street must be amended.
7. Council bins must be placed on the kerb for collection. The footpath must allow 1.5m for access and egress for pedestrians.
8. Council collection service does not offer option to increase frequency.
9. Council does not alter signage with regards to waste services at developments.
10. Provide details on path of access from the bin store to the bin collection point.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot

Attachment 18 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Goonetilleke, Nish
Sent: Monday, 1 June 2020 12:35 PM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: PLN19/0922 - 82 Westgarth Street Fitzroy - WMP Referral

Hi Atha,

Hope you're well and staying safe!

I was hoping you could provide comments on the WMP for the following planning application:

Application No.: PLN19/0922
Address: 82 Westgarth Street Fitzroy
Description: Full demolition of the existing building and construction of a seven (7) storey building containing 24 dwellings (no permit required for use), including associated reduction in the statutory car parking requirements.

Please see link for all documentation: https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/05/15/pln190922

If you have any queries or need any further information, please let me know.

Kind regards,

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

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E Nish.Goonetilleke@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

Attachment 18 - PLN19/0922 - 82 Westgarth Street Fitzroy - Waste Management Comments (S57A Plans)

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Attachment 19 - PLN19/0922 - 82 Westgarth Street Fitzroy - Strategic Transport Planning Comments (S57A Plans)

Planning Referral

To:	Nish Goonetilleke
From:	Chloe Wright
Date:	10/11/2020
Subject:	Strategic Transport Comments
Application No:	PLN19/0922
Description:	S57A amended plans for full demolition of the existing building and construction of a 5-storey building containing 20 dwellings.
Site Address	82 Westgarth Street, Fitzroy

I refer to the above S57A plans referred on 22/10/2020 in relation to the proposed development at 82 Westgarth Street, Fitzroy. Council's Strategic Transport unit provides the following information:

Access and Safety

No access or safety issues have been identified.

Bicycle Parking Provision

Statutory Requirement

Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	20 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	4 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	2 visitor spaces	
Bicycle Parking Spaces Total			**4 resident spaces**	**28 resident spaces**
			2 visitor spaces	**2 visitor spaces**

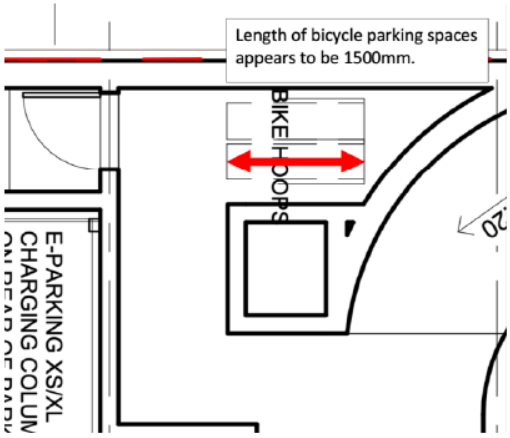
Adequacy of visitor spaces

The following comments are provided in relation to provision of visitor bicycle parking:

- Two visitor bicycle spaces are proposed. Council's best practice rate[1] recommends a provision of 5 visitor spaces for the development.
- The visitor spaces are located within the building, behind a wall / adjacent the internal entrance to the car park. The length of the 'bicycle envelope' shown on the plans appears to be 1500mm, however a standard bicycle is 1800mm long. Subsequently, bicycles parked at this location could create an obstruction for people using the adjacent corridor (shown below). Further, the required aisle width of 1500mm is not provided. As such, the bicycle hoop should be removed from this location.

[1] *Category 6 of the Built Environment Sustainability Scorecard (BESS) recommends "Residential developments should provide 0.25 visitor spaces per dwelling."*

- Given the development is providing an additional 8 resident bicycle spaces above the best practice recommendation of 20 resident spaces (as noted below), a reduction in visitor spaces is considered acceptable on the basis that any visitors to the residential building would be granted access to the residential bicycle parking area.



A standard 1800mm long bicycle parked at this location would protrude into the adjacent corridor.

Adequacy of resident / employee spaces

Number of spaces

28 resident spaces are provided, which exceeds the best practice[2] rate which recommends 20 spaces required for development.

Design and location of resident spaces and facilities

The following comments are provided in relation to the design and location of residential bicycle parking:

- Residential bicycle spaces are located within a secure area at the basement level, with access provided via a ramp from Westgarth Street and the lift shaft;
- 14 spaces are provided as a hanging wall rack and 14 spaces are provided as horizontal at-grade spaces, which satisfies the requirement of AS2890.3 for at least 20% of resident bicycle storage spaces to be provided as a horizontal at ground-level spaces;
- Resident bicycle spaces and access ways appear to be in accordance with the clearance requirements of AS2890.3.

Electric vehicles

Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV) and the provision of two EV charging spaces is supported. To allow for easy future provision for electric vehicle charging, all car parking areas should be electrically wired to be 'EV ready'.

Recommendations

The following should be shown on the plans before endorsement:

1. Removal of the two visitor bicycle spaces at the ground floor.

Regards

Chloe Wright

Sustainable Transport Officer
Strategic Transport Unit

---

[2] *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings"*

Attachment 20 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (S57A Plans)

Goonetilleke, Nish

From: Alastair Campbell <acampbell@hansenpartnership.com.au>
Sent: Wednesday, 4 November 2020 11:46 AM
To: Goonetilleke, Nish
Cc: Gerhana Waty
Subject: RE: PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Revised Plans

Hi Nish,

I note the formally revised application has broadly responded to our previous recommendations.

Most notably that it has reduced the street wall presentation (from 4 to 3 storey) and overall height (from 7 to 6 storey) by 1 storey. However, this revised massing results in a 3+3 arrangement that will present and be easily understood as a 6 storey form. The intension of our previous recommendation was to create a 3+2+1 arrangement – whereby the building would present as a 5 storey form within a visually concealed (or highly recessive) top floor. This is not achieved by the revised arrangement. Therefore, consistent with our previous memo, we would recommend that a minimum 3m setback from the Level 4 façade (which could be utilised as terrace space) be provided at Level 5 along to Westgarth Street frontage. This setback will ensure that the top level is setback in an approximately 1:1 ratio and becomes highly recessive from streetscape views along Westgarth Street.

Otherwise, we note that the revised massing arrangement to the southern profile of the building has suitably addressed our previous access to amenity concern in relation to the Level 2 south facing dwellings and their screened balconies. It is unfortunate that the bike store room remains in the basement. However, we acknowledge that its provision in a more convenient location at Ground Floor is an urban design ideal outcome, rather than a planning requirement. Therefore, we accept its position within the basement.

The revised entry arrangement with the main entrance shifted to the western end of the frontage from Westgarth Street is accepted. It does comprise provision for 2 visitor bike spaces and also contains some 'internal' landscape provision. While the provision of this landscape planting feature is supported and it will 'green' the lobby corridor – we query its viability given its internal location and lack of access to daylight, sunlight and rain. Obviously, appropriate planting will be required to grow in this low-light environment and the planter will require a watering system, etc.

Otherwise, we note that no meaningful landscape has been incorporated within the Westgarth Street street wall to green the proposed robust red brick façade.

Therefore, in short we would recommend:

- A minimum 6m setback at Level 5 from Westgarth Street to the building line; and
- Preparation of a comprehensive Landscape Plan which accommodated meaningful landscape treatments into the Westgarth Street street wall.

Happy to discuss

Regards

Alastair Campbell
Associate

Hansen Partnership Pty Ltd
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Melbourne Vic 3000
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urban planning | urban design | landscape architecture

Attachment 20 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (S57A Plans)

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From: Goonetilleke, Nish <Nish.Goonetilleke@yarracity.vic.gov.au>
Sent: Thursday, 22 October 2020 4:35 PM
To: Alastair Campbell <acampbell@hansenpartnership.com.au>
Subject: PLN19/0922 - 82 Westgarth Street Fitzroy - S57A Revised Plans

Hi Alastair,

Hope you're well and staying safe.

The applicant for the abovementioned application have formally revised the plans. The key changes are:

- Reduced number of storeys (7 to 6) and height (23.72m to 20.72m);
- Increased setbacks from the southern boundary; and
- Reduced number of apartments (24 to 22).

I don't particularly need formal comments. Do you think you would be able to look at it and provide informal comments via email? Or does it have to go through a formal process?

See link with coverletter, list of changes and S57A plans: https://spaces.hightail.com/receive/2Fl2vqdtXb

I have also attached your comments on the advertised (original) plans.

Thank you.

Kind Regards,
Nish Goonetilleke
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

T (03) 9205 5005
E Nish.Goonetilleke@yarracity.vic.gov.au
W www.yarracity.vic.gov.au

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Attachment 20 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Urban Design Comments (S57A Plans)

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Attachment 21 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Acoustic Comments (S57A Plans)

11 November 2020

640.10090.06520 82 Westgarth St Fitzroy 20201110.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Nish Goonetilleke

Dear Nish

82 Westgarth Street, Fitzroy
Development Application Acoustic Review
PLN19/0922

SLR Consulting Australia Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared to support the application for a mixed use development at 82 Westgarth Street, Fitzroy.

Details of the report are as follows.

- Title: 82 Westgarth Street, Fitzroy, Acoustic Assessment
- Date: 21 September 2020
- Reference: AA993MB-01E02 Acoustic Assessment (r2)
- Prepared for: Sinclair Brook
- Prepared by: Octave Acoustics

The report was originally prepared to address Item 21 of an RFI from The City of Yarra which is reproduced below. This version of the report has been updated to address issues raised by SLR in our review of 2 July 2020, and changes to the architectural drawings.

> 21. An Acoustic report, prepared by a suitably qualified Acoustic Consultant, addressing the following;
>
> a. Noise from any services and ancillaries, including the lift proposed as part of this development;
>
> b. Noise/vibrations from the car-stackers on apartments immediately above;
>
> c. Internal noise levels/amenity of each apartment as a result of any nearby live-music venues. For example, as Glamorama (No. 393 Brunswick Street Fitzroy) is located approximately 35m from the subject site, please provide an assessment against Clause 53.06 (Live music and entertainment noise);
>
> d. Noise from tram and traffic to the apartments closest to Brunswick Street;
>
> e. Clause 22.05 (Interface uses policy) of the scheme;

SLR Consulting Australia Pty Ltd Level 11, 176 Wellington Parade East Melbourne VIC 3002 Australia
T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

Attachment 21 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Acoustic Comments (S57A Plans)

1 SLR Summary

The summary comments of our review of 2 July 2020 list the matters we requested be addressed in further detail. These comments are reproduced in red below. Details of how the report has been updated to address them, and commentary on the updated report is provided below.

21(a) – Project services and ancillary noise

It is recommended that the report include a specification for airborne noise from the car stacker such that compliance with SEPP N-1 and sleep disturbance targets will be met at the apartment adjacent and above the carpark entrance gate (not required if the gate is impervious).

SLR Comment: This information is provided in Section 5.2.2.1 of the revised report.

21(c) – Live music and entertainment noise

Glamorama Bar

- Clarification is sought regarding how music noise from the venue has been modelled as our indicative calculations suggest higher levels.

  SLR Comment: The revised report does not directly address this issue, however the predicted octave band music levels from the Glamorama Bar at the subject façade have been increased by 2 to 4 dB in Table 13. The predicted levels in the critical 63 Hz octave band are more in line with SLR's indicative calculations. This issue has been addressed.

  Implications for Acoustic Report: The revised predicted internal music noise levels with the proposed façade upgrade treatments in place exceed the SEPP N-2 base noise limits by 2 to 4 dB, where previously they complied with those limits. Octave have proposed installing noise masking in bedrooms in order to increase the indoor SEPP N-2 limits and enable compliance to be achieved without further façade upgrades. The masking levels are presented in Table 17 of the report and are based on the NC15 curve. The spaces requiring masking are shown highlighted in Appendix A. The façade upgrade treatments have not been changed from those proposed in the earlier version of the report.

  SLR Comment: The proposed masking levels are reasonable, and the provided assessment indicates that compliance will be achieved with the masking system installed. We recommend that the masking system also be designed to ensure that the Leq of the masking noise does not exceed the L90 levels by more than 5 dB in any octave band. A further acoustic report should be provided post construction, to demonstrate that the masking system is adequate. Future owners and tenants should also be informed of the fact that SEPP N-2 limits will be met indoors only, with doors and windows closed, and with the noise masking system operating.

- Confirmation should be provided by the venue that they were operating as usual on the night of Octave's attended measurement on Saturday 21 March 2020.

  SLR Comment: This information has not been provided.

- It is recommended that the assessment of noise from the Glamorama Bar be revised to address patron and music noise from the venue's proposed new outdoor area. This may require coordination with the venue and/or their acoustical consultant.

Updated report (music noise): Music from the Glamorama outdoor patron area has been considered in Section 5.1.1.2 of the acoustic report. Music noise has been modelled to both the nearest existing receiver at 81 Leister Street (at which the venue is required to comply with SEPP N-2) and to the subject site. The predicted levels at the subject site are observed to be lower than at 81 Leister Street, and on these grounds Octave assume that compliance with be achieved at the subject site.

SLR Comment: This issue has been addressed.

Updated report (patron noise): Patron noise from the proposed Glamorama Rooftop Bar is considered in Section 5.1.1.4. Patron noise has been modelled using the sound power level of 103 dBA and predicted to both indoor and outdoor locations at the development. The results are presented in Table 22. All predicted levels comply with the agreed indoor targets.

SLR Comment: The revised report addresses our concerns on these matters.

The Polly Bar

Music from the Polly Bar was observed to be low during Octave's assessment. Based on our previous involvement with the venue, it seems possible that operations may have been restricted, potentially due to the impending COVID-19 shutdown. Given this, we recommend that the applicant coordinate a revised assessment with the bar and / or the bar's acoustical consultant to ensure that worst case noise impacts have been quantified.

Updated report: Octave have used the Polly Bar's acoustic assessment to quantify impacts at the subject development. In summary, they have assumed that music from the bar will be equivalent to the SEPP N-2 octave band limits at the nearest window of 81 Leister Street and they have adjusted this level for distance to predict the music level at the subject site façade. The predicted levels in the critical low frequency measurement bands are provided in Table 19. The predicted levels inside apartments are noted to comply with the internal noise limits, assuming noise masking.

SLR Comment: The revised assessment addresses our concerns on this matter.

21(d) – Road traffic noise

Road traffic noise is not a critical issue on this project due to the distance of the development from a major road, and the fact that it is proposed to have façade upgrade treatments to address other sources of noise. However, we nevertheless recommend that the appropriate noise targets for road traffic noise are presented in the report.

Where BADS does not formally apply, SLR recommends that road traffic noise is to be assessed to the following targets:

- Day and night average levels are not to exceed:
  - 40 dB $L_{Aeq,15h \text{ or } 16h}$ in habitable rooms
  - 35 dB $L_{Aeq,8h \text{ or } 9h}$ in bedrooms
- The loudest hours of the day and night periods are not to exceed:
  - 45 dBA $L_{eq,1h}$ in habitable rooms between 7 am and 10 pm
  - 40 dBA $L_{eq,1h}$ in bedrooms between 10 pm and 7 am the following morning

SLR Comment: The recommended road traffic noise criteria are included in Section 4.3.2 of the report. These criteria are shown to be met in Table 23 of the report. This issue has been addressed.

21(e) – Clause 22.05 (Interface uses policy)

Noise from two existing businesses has been found to exceed SEPP N-1 noise limits at the façade of the development, and Octave have adopted internal SEPP N-1 targets. Internal targets should, however, be a last resort as they provide compromised amenity to future occupants, and result in the businesses being non-compliant with mandatory noise limits. Our main concern is noise from the refrigeration plant at Largo Butchers, due to it operating 24 hours a day, and due to the large exceedance at night. Before internal targets are accepted, we request:

- Exploration of options for controlling the noise at the source.

Updated report: Section 5.2.1.2 of the report has been updated to include the statement that the applicant is proposing to work in with the proprietor of 411 Brunswick Street to reduce noise from the refrigeration plant at Largo Butchers.

SLR Comment: It is good that the developer intends to follow up with Largo Butchers to address noise at the source. Ideally there would be some further input from Council to help ensure that noise control options are fully explored and that indoor targets are not defaulted to. There will be some temptation to resort to internal targets given the potential costs of noise control, and the difficulties of negotiating, compared with the cost of installing forced ventilation units in apartments.

- Confirmation that further SEPP N-1 adjustments are not applicable (e.g. tonality, impulsiveness etc.). Not provided.
- **SLR Comment:** Not addressed. It is recommended that the report include a statement requiring future tenants and owners to be notified of the fact that mechanical plant noise from Largo Butchers may be assessable to indoor locations only (pending the outcome of investigations into noise control options).
- If SEPP N-1 internal targets are accepted for either or both of these sources, the future occupants (owners or renters) need to be made aware of this to minimise the likelihood of complaint about industry noise. This information may be provided in a Section 173 agreement and in lease agreements.

SLR Comment: Not addressed. It is recommended that the report include a statement requiring future tenants and owners to be informed that to be notified of the fact that mechanical plant noise from Largo Butchers may be assessable to indoor locations only (pending the outcome of investigations into noise control options).

- If SEPP N-1 internal targets are accepted for apartments exposed to noise from Largo Butchers mechanical plant, advice should be provided in the report for ensuring adequate fresh air indoors to bedrooms given that the equipment operates 24 hours.

SLR Comment: Addressed. Forced ventilation, designed to achieve internal noise limits, is proposed for apartments.

2 Report in General

With the exception of the matters discussed above, the revised acoustic report is consistent with the Octave report dated 30 March 2020 and reviewed by SLR 2 July 2020.

3 Updated Plans

The report references the 557A drawings, Revision 3, dated 14/10/2020 (mistakenly referred to as 14/19/2020 in Section 1.1 of the report). Subsequent to the preparation of the report, drawings for the ground floor have been reissued (Drawing A101, Rev 5, dated 2 November 2020). SLR have reviewed the new plans and are satisfied that they do not have any implications for planning acoustics on the project.

4 SLR Summary Comments (10 Nov 2020)

SLR has undertaken a review of the revised acoustic report for the residential development proposed for 82 Westgarth Street, Fitzroy. The revised acoustic report addresses most of the issues raised by SLR in our review of 2 July 2020. However, we recommend that the following matters are also addressed and/or included:

- **Noise Masking:** the report provides recommendations for a noise masking to be installed in bedrooms exposed to music noise. The report should be updated to include the following statements:
  - The octave band L_{eq} of the noise masking is not to exceed the octave bands L_{90} levels by more than 5 dB. Alternatively, this information may be included as a planning
  - A post construction acoustic report is to be prepared demonstrating that the masking levels meet the requirements of the acoustic planning report, or included as a further condition in the planning permit.
  - The acoustic report should include a statement requiring future owners and tenants to be notified of the fact that the project proceeds on the assumption that music noise is assessable to indoor locations only, and that compliance with SEPP N-2 in bedrooms is to be met with the noise masking system operating. Alternative, this information may be provided in a Section 173 agreement and in lease agreements.
- **Glamorama Bar operations on Saturday 21 March 2020:** The assessment of music from the Glamorama Bar is based on attended measurements conducted just prior to the COVID-19 shutdown of all bars and restaurants in Victoria, and there is potential for reduced noise emissions due to potentially reduced activity in venues. SLR have requested confirmation be provided that the bar was operating as usual on this night. This information should be able to be provided by the venue.
- **Largo Butchers mechanical plant noise**:
  - Comment on the noise character of emissions from Largo Butchers mechanical plant should be provided, so that it can be determined whether any SEPP N-1 corrections for tonality, impulsiveness, duration or intermittency are appropriate.
  - The report should include a statement requiring future owners and tenants to be notified of the fact that mechanical plant noise from Largo Butchers may be assessable to indoor locations only (pending the outcome of negotiations between the developer and the business).

Other Matters: The report states that options for controlling noise from Largo Butchers mechanical plant will be investigated and that internal SEPP N-1 noise limits will only be adopted if an agreement cannot be reached with respect to reducing noise. We recommend that Council have some ongoing involvement in this matter, to help ensure that noise control options are exhausted before indoor targets are adopted.

Attachment 21 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Acoustic Comments (S57A Plans)

Regards,

Dianne Williams
Principal – Acoustics

Checked/Authorised by: JA

Attachment 22 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Melbourne Water Comments (S57A Plans)

Melbourne Water

18 November 2020

Nish Goonetilleke
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Nish,

Proposal: Planning permit for development - Construction of seven storey residential building and car stacker
Site location: 82 WESTGARTH STREET FITZROY 3065

Melbourne Water reference: MWA-1189648
Date referred: 22/10/2020

Our Decision

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

1. Prior to the endorsement of plans, amended plans must be submitted to Council and Melbourne Water addressing Melbourne Water's conditions. Plans must be submitted with surface and floor levels to Australian Height Datum (AHD) and must be modified to show:

    a) The finished floor levles of the services area set no lower than 23.80 metres to AHD or as otherwise agreed in writing with the relevant utility providers.

2. The ground floor including entrances to the lifts/stairs (excluding minimum transition areas, car stackers and any approved services areas) must be set no lower than 24.10 metres to AHD, which is 300mm above the applicable flood level of 23.80 metres to AHD.

3. The services areas (including but not limited to electrical, water, fire etc.) must be set no lower than 23.80 metres to AHD, or as otherwise agreed in writing with the relevant utility providers.

4. The car stacker must be constructed with finished floor levels set no lower than 23.80 metres to AHD, which is at the applicable flood level.

5. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the AHD, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Advice

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

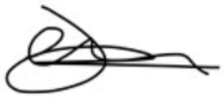
Attachment 22 - PLN19/0922 - 82 Westgarth Street Fitzroy - External Melbourne Water Comments (S57A Plans)

This property is subject to flooding from the Alexandra Parade Main Drain when the capacity of the drainage system is exceeded. The applicable flood level for the proposed development for a storm event with a 1% chance of occurrence in any given year is 23.80 metres to AHD.

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For general development enquiries contact our Customer Service Centre on 131 722.

Regards,



Jessica Hellier
Development Planning Services

6.2 PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Section 72 Amendment to Planning Permit PLN11/0380 to increase operating hours to include Saturday and Sunday from 8.00am to 7.00pm.

Executive Summary

Purpose

1. This report provides an assessment of the proposed amendment to Planning Permit PLN11/0380 which seeks to extend the operating hours of the office use to include Saturday and Sunday from 8:00am to 7:00pm.

Key Planning Considerations

2. Key planning considerations include:
   (a) clause 13.05-1S – Noise Abatement;
   (b) clause 21.04 – Land Use; and
   (c) clause 22.05 – Interface Uses Policy.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and strategic support;
   (b) Off-site amenity impact assessment of proposed increase of hours; and
   (c) Objector concerns.

Submissions Received

4. Twenty-eight objections were received to the application, these can be summarised as:
   (a) Noise (music, alcohol/social related activities, renovation works after hours, open windows)
   (b) Lack of adherence to existing permit conditions (operating hours, noise)
   (c) Operating hours
   (d) Light spill
   (e) Pollution (cigarette smoke, discarded cigarette butts and beer cans)
   (f) Privacy screens not maintained causing overlooking issues; and
   (g) Reduced on-street car parking availability.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendation:
   (a) Before the increase in operating hours permitted under this amended permit commences, an amended Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Management Plan will be endorsed and will form part of this permit. The amended Management Plan must be generally in accordance with the Management Plan submitted on 2 October 2020, but modified to include/address):
      (i) Operating hours in accordance condition 2 of this permit;
      (ii) Security and site management procedures (including appropriately limiting access to the building and external site areas during sensitive hours);

(iii) Induction procedure for all new members when commencing, addressing the following matters:

- Noise management;
- Litter and waste management;

(iv) The contact details of a site manager for surrounding properties to contact with any complaint or concerns. The contact person must be made available between the following hours:

- Monday to Thursday 7:00am – 9:30pm
- Friday 7:00am – 11:30pm
- Saturday and Sunday 8:00am – 7:00pm.

CONTACT OFFICER: **Konrad Bruhn**
TITLE: **Senior Statutory Planner**
TEL:

6.2 PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Section 72 Amendment to Planning Permit PLN11/0380 to increase operating hours to include Saturday and Sunday from 8.00am to 7.00pm.

Reference	D20/159156
Author	Konrad Bruhn - Senior Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Melba
Proposal:	Section 72 Amendment to Planning Permit PLN11/0380 to increase operating hours to include Saturday and Sunday from 8.00am to 7.00pm.
Existing use:	Office
Applicant:	Yianni Tsilivarakos
Zoning / Overlays:	Mixed Use Zone Heritage Overlay – Schedule 332; Environmental Audit Overlay
Date of Application:	20 November 2019
Application Number:	PLN11/0380.02

Planning History

1. The building on site contains 4 storeys (including ground floor level) with varying permits controlling their different uses. This application is only related to the northern tenancy of level 1 with the relevant planning history included below.

   Level 1 – northern tenancy (subject site)

2. Planning Permit PLN11/0380 was issued on 27 September 2011. The permit allows the use of the first floor as an office (northern tenancy) and waiver of the associated car parking requirement. The use of an office has commenced on site.

   (a) Amended Planning Permit PLN11/0380 was issued on 17 May 2019, allowing an increase in operating hours from Monday to Friday: 8.00 to 6.00pm - to Monday to Friday: 8:00am to 9:30pm and increase number of staff from 10 to a maximum of 45.

3. For completeness, the planning history of the other tenancies within the building are also provided below.

   Level 1 – southern tenancy

4. Planning Permit PLN12/0233 was issued on 14 September 2012. The permit allows the use Level 1 (southern tenancy) as an office and a reduction of the car parking requirements. The use may operate between 8:00am and 9:30pm (Monday to Friday).

   Level 2

5. Planning Permit PLN12/0013 was issued on 28 June 2012. The permit allows the use of Level 2 as an office and a waiver of the associated car parking requirement.

   (a) Amended Planning Permit PLN12/0013 was issued on 20 February 2015, allowing an increase in operating hours of the existing office from 8am - 6pm, Monday to Friday, to 7am -9.30pm, Monday to Thursday and 7am - 11.30pm, Friday.

   Level 3

6. Planning Permit PLN10/1004 was issued on 26 May 2011. The permit allows the use of the third level (top floor) as an office. The use may operate between 9:00am and 6:00pm (Monday to Friday).

(a) Amended Permit PLN10/1004.01 was issued on 2 November 2011, allowing an increase in the number of persons allowed on site from 15 to 36 at any one time.

General (to the whole building)

7. Planning Permit PL06/0648 was issued on 23 August 2006 for use of the site as a Temporary Music Academy. The permit required the use to cease on 31 October 2006. It is understood that the use ceased upon expiration of the permit.
8. Planning Permit SP08/0030 was issued for the removal of carriageway easement on 11/07/2008. The carriageway easement ran north/south along the eastern boundary of the site.
9. Certification reference SC08/0035 was certified on 11/07/2008 for the removal of the easement.
10. Planning Permit PL10/0459 was issued on 6 September 2010. The permit allows the development of the land for part demolition, and retrospective approval for a gate on the northern boundary and the construction of a new gate on the eastern boundary (each in the north-east corner of the site).
11. Planning application PLN11/0353 was issued on 15 August 2011. The permit allows retrospective approval for buildings and works including part demolition, for the installation of air conditioning units on the roof of the building, and relocation of one air vent.
12. Planning Permit PLN12/0261 was issued on 31 January 2013. The permit allows the development of the land for the replacement of obscure glass with clear glass along the southern and western façade of the building and opaque and clear glass on the eastern façade (including partial demolition).
13. Planning Permit PLN12/0617 was issued on 12 October 2012. The permit allows the development of the land for part demolition and construction of works associated with the relocation of an existing loading dock.
14. Planning Permit PLN13/0274 allows the development of the land for works to install two air conditioning units to the roof of the existing building.
15. Planning Permit PLN19/0584 was issued on 4 October 2019. The permit allows part demolition associated with the replacement of a side gate.

Background

Lodgment of S57A plans

16. The permit applicant submitted a revised proposal to Council under Section 57(a) of the *Planning and Environment Act (1987)* (the "Act") on 30 June 2020 in response to concerns raised by Council's Planning Officer and objectors. The Section 57(a) documents included the following changes:

    (a) Limiting the increased operating hours to Saturday - Sunday 8.00am to 7.00pm (only), with no changes to the existing weekday hours.

17. The amended proposal was not re-advertised, however the documents were circulated to the objectors along with their PDC invites.

The Proposal

18. Condition 2 of Planning Permit PLN11/0380 currently limits operating hours as follows:

    The office may only operate between 8.00am and 9.30pm Monday-Friday, unless with the prior written consent of the Responsible Authority.

19. It is proposed to increase the operating hours to include Saturday and Sunday from 8:00am to 7:00pm.

Existing Conditions

Subject Site

20. The subject site is located on the northern side of Stewart Street, approximately 75m east of its intersection with Margaret Street in Richmond. The subject site is an irregular shape and has a 29.62m wide frontage to Stewart Street, a depth of 46.90m, and a total area of 1333m^2.

21. The subject site is described on title as Lot 2 on Plan of Subdivision 050194. There are no restrictive covenants registered on title.

22. The subject site is developed with the former Australian Knitting Mill, which is a four storey building with redbrick cladding, constructed in the inter-war period. The building is generally construct to all title boundaries, however it is setback approximately 7m from the eastern side boundary which serves as a carriageway easement that provides vehicle access to surrounding properties.

23. The building at the subject site originally formed part of the greater Australian Knitting Mills complex, however it has been predominantly used as an office, with several planning permits having been issued for various tenancies within the building. No car parking is provided on-site.

24. Level 1 of the building is divided into two tenancies, with the northern tenancy being the subject of this application. The southern tenancy of level 1 (which is not part of this application) is also used as an office in accordance with Planning Permit PLN12/0233. Currently the both tenancies at level 1 are occupied by Inspire 9 (applicant for this amendment application) which is a co-working office environment. Inspire 9 offers full and part time memberships on a monthly fee basis.

25. Levels 2 and 3 are also used as offices in accordance with Planning Permits PLN12/0013 and PLN10/1004 respectively, however these tenancies are leased to other businesses and do not operate under the Inspire 9 co-working membership model. The manager of Inspire 9 (applicant of the subject application) has advised that while the tenancies at level 2 and 3 are leased to other businesses, they manage the entire building.

26. It is unclear how the ground floor tenancy(s) is currently used, although the officer report for the original planning permit application dated 22 August 2011 identified it as being used for textiles manufacturing.

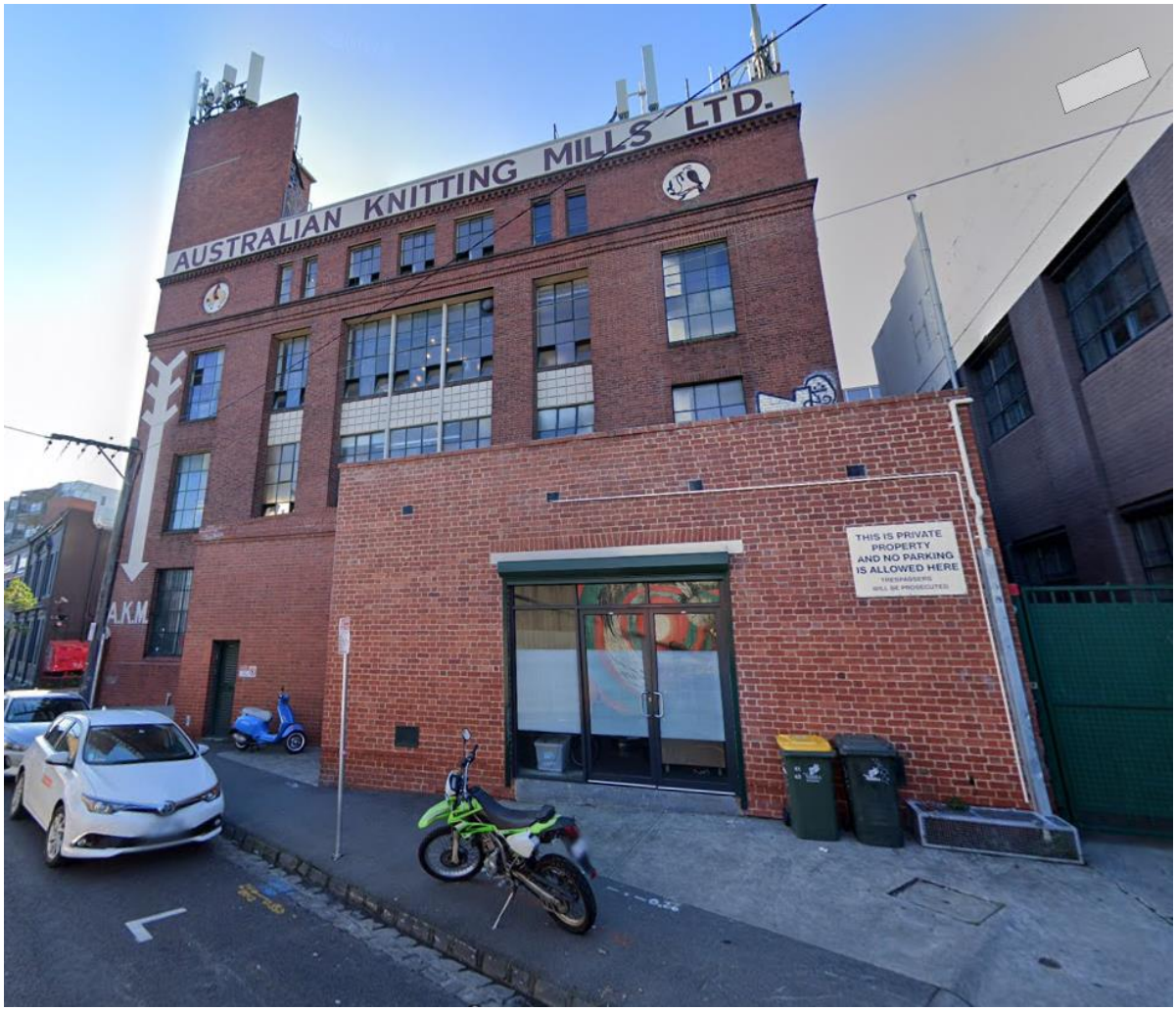


Figure 1: The subject site from Stewart Street (Source: Google Maps, June 2019).

Surrounding Land

27. The subject site is located at the northern the periphery of the Swan Street Activity centre at its Hoddle Street end. The subject site is located within a cluster of imposing former mill and industrial buildings which have been converted for a mixture of uses, but primarily for offices and apartment dwellings. Richmond Station and the railway bridges are located to the south of the subject site running parallel to Stewart Street.

28. To the west, the subject site adjoins No. 33 Stewart Street which is developed with double-storey, Victorian-era building. It appears that the building is currently used for retail and offices.

29. To the east, the subject site adjoins No. 49 Stewart Street & 16-24 Tennyson Street which are developed with a double storey industrial style building from the interwar period. The building has been converted and subdivided into individual lots which appear to be used for a mixture of residential and commercial purposes.

30. To the north, the subject site adjoins No. 24 Tanner Street which is developed with a four storey former knitting mill building which has been converted and subdivided into individual lots which appear to be primarily used for dwellings with some commercial uses.

31. The railway line and Richmond Station is located on the southern side of Stewart Street.

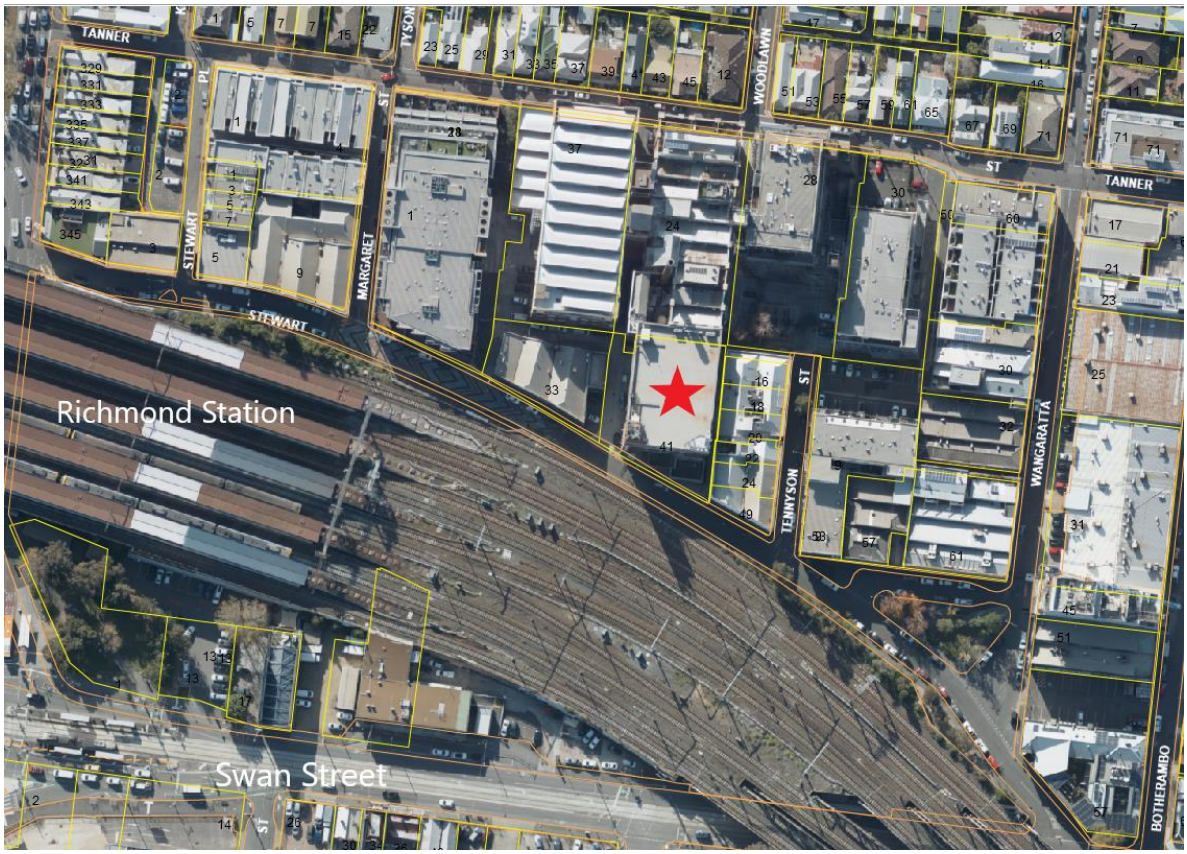


Figure 2: The subject site and surrounding land (Source: Yarra Council GIS, June 2020).

Planning Scheme Provisions

Zoning

32. The subject site is located within the Mixed Use Zone. The purpose of the Mixed Use Zone as relevant to this application is:

    (a) To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.

33. Pursuant to Clause 32.04-2, a planning permit is required to use the land for an office because the leasable floor area exceeds 250m^2. The subject tenancy has a leasable floor area of 367m^2.

Overlays

34. The subject site is located within the Heritage Overlay – Schedule 332. The application does not require a planning permit under the provisions of the Heritage Overlay as it does propose any demolition, building or works.

35. The subject site is also located within the Environmental Audit Overlay. The use of the land for an office is not a sensitive use, therefore the requirements at Clause 45.03-1 are not applicable to this application.

Particular Provisions

Clause 52.06 – Car Parking

36. Clause 52.06-2 requires that before an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use, the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority.

37. The car parking measure for the use of the land as an office specified at Clause 52.06-5 is 3 spaces to each 100m^2 of net floor area.

38. Given that the application does not propose to increase the net floor area of the office, no planning permit is required pursuant to Clause 52.06-3.

General Provisions

Clause 65 – Decision Guidelines

39. The decision guidelines outlined at clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Framework., as well as the purpose of the zone, overlay or any other provision. An assessment of the application against the relevant sections of the Scheme is offered in further in this report.

Planning Policy Framework (PPF)

40. *Clause 11.03-1S (Activity Centres)*

41. The relevant objectives of this clause include:

    (a) *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.*

Clause 11.03-1R (Activity centres – Metropolitan Melbourne)

42. Relevant strategies are:

    (a) *Support the development and growth of Metropolitan Activity Centres by ensuring they:*

        (i) *Are able to accommodate significant growth for a broad range of land uses.*

        (ii) *Are supported with appropriate infrastructure.*

        (iii) *Are hubs for public transport services.*

        (iv) *Offer good connectivity for a regional catchment.*

        (v) *Provide high levels of amenity*

Clause 13.05-1S (Noise abatement)

43. The relevant objective of this clause is:

    (a) *To assist the control of noise effects on sensitive land uses.*

44. Noise abatement issues are measured against relevant State Environmental Protection Policy (SEPP) and other Environmental Protection Authority (EPA) regulations.

Clause 13.07 (Amenity and Safety)

Clause 13.07-1S (Land use compatibility)

45. The objective of this clause is:

    (a) *To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.*

Clause 17.01 – (Employment)

Clause 17.01-1S – (Diversified economy)

46. The objective of this clause is:

(a) *To strengthen and diversify the economy.*

47. The relevant strategies of this clause are:

(a) *Protect and strengthen existing and planned employment areas and plan for new employment areas.*

(b) *Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.*

(c) *Improve access to jobs closer to where people live.*

Clause 17.02 – (Commercial)

Clause 17.02-1S – (Business)

48. The relevant objective of this clause is:

(a) *To encourage development that meets the communities' needs for retail, entertainment, office and other commercial services.*

49. The relevant strategies of this clause are:

(a) *Plan for an adequate supply of commercial land in appropriate locations.*

(b) *Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.*

(c) *Locate commercial facilities in existing or planned activity centres.*

Local Planning Policy Framework (LPPF)

50. The relevant policies in the Municipal Strategic Statement can be described as follows:

Municipal Strategic Statement (MSS)

51. Relevant clauses are as follows:

Clause 21.04-3 (Industry, office and commercial)

52. The objective of this clause is:

(a) *To increase the number and diversity of local employment opportunities.*

53. The relevant strategy of this clause is to:

(a) Encourage residential and business land use within the Mixed Use Zone to locate on the same site.

Relevant Local Policies

Clause 22.05 – Interface Uses Policy

54. This policy applies to applications within the Mixed Use Zone (amongst others), and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

55. It is policy that:

(a) New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.

56. Relevantly, before deciding on an application for non-residential development, Council will consider as appropriate:

(a) The extent to which the proposed buildings or uses may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.

Advertising

57. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 28 objections, the grounds of which are summarised as follows):

    (a) Noise (music, alcohol/social related activities, renovation works after hours, open windows)

    (b) Lack of adherence to existing permit conditions (operating hours, noise)

    (c) Operating hours

    (d) Light spill

    (e) Pollution (cigarette smoke, discarded cigarette butts and beer cans)

    (f) Privacy screens not maintained causing overlooking issues; and

    (g) Reduced on-street car parking availability.

58. The amended application lodged pursuant to Section 57A of the Act proposes reduced operating hours, therefore it has not been re-advertised as the amended proposal would not cause material detriment to any person. The amended report has been sent to the objectors with the invitations to this PDC meeting for their reference.

59. No planning consultation meeting was held due to Covid-19 restrictions.

Referrals

60. The application was not required to be referred to any internal departments or external referral authorities.

OFFICER ASSESSMENT

61. This application seeks to amend Planning Permit PLN11/0380 pursuant to Section 72 of the Planning and Environment Act 1987. The current permit allows the use of the land for an office, with Condition 2 of the permit limiting the hours of operation to 8:00am to 9:30pm, Monday to Friday. The application seeks only to increase the hours of operation permitted under Condition 2 to include Saturday and Sunday from 8:00am to 7:00pm.

62. The ambit of Council's discretion in deciding the application is limited only to consideration of the proposed increase in operating hours.

63. The primary considerations for this application are as follows:

    (a) Policy and strategic support;

    (b) Off-site amenity impact assessment of proposed increase of hours;

    (c) Objector concerns.

    <u>Policy and Strategic Support</u>

64. The use of the subject land for an office is strongly supported by planning policies with both the state and local frameworks. The subject site is located within the Mixed Use Zone, the purpose of which is to provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality. The use of the land for an office is generally accepted to be compatible with dwellings in a mixed use context given the limited propensity to cause detrimental off-site amenity impacts such as noise and pollution.

65. Clause 21.04-3 also seeks to increase the number and diversity of employment opportunities, specifically identifying service industries as an area where opportunities have been created by declines in traditional manufacturing businesses. Furthermore, a strategy at Clause 21.04-3 is to encourage residential and business land use within the Mixed Use Zone to locate on the same site.

66. Whilst Saturday and Sunday from 8:00am to 7:00pm does not fall in line with 'traditional' business hours (i.e. 9:00am to 5:00pm) the proposed hours would provide the business occupying the tenancy with greater flexibility and adaptability to meet changing demands and needs of overseas clients (as an example). The proposed increase in operating is therefore consistent with the relevant state and local policies outlined above.

Off-site amenity impact assessment of proposed increase of hours

67. As noted in the 'surrounding land' section earlier in this report, there are dwellings located within the converted former mill buildings to the east and north of the subject site. Therefore Clause 22.05-6 requires that Council consider:

    (a) *The extent to which the proposed use may cause overlooking, overshadowing, noise, fumes and air emissions, light spillage, waste management and other operational disturbances that may cause unreasonable detriment to the residential amenity of nearby residential properties.*

68. The application does not propose any alterations or extensions to the existing building, therefore overlooking and overshadowing are not relevant considerations in this assessment.

69. The remaining matters are assessed in detail below:

Noise

70. It is proposed to increase the hours of operation to include Saturday and Sunday from 8:00am to 7:00pm. This assessment will therefore consider the impact of noise within this time frame.

71. Clause 73.03 of the Yarra Planning Scheme provides the following definition of an office:

    (a) Land used for administration, or clerical, technical, professional or other business like activity. No good or materials intended for manufacture, sale, or hire may be stored on the land. Other than electoral office and medical centre, it does not include any other defined used.

72. The use of the land for an office should generate limited noise impacts to surrounding land, should the use operate in accordance with the definition in the Scheme.

73. Clause 13.05-1S stipulates that the relevant noise regulation policy reference is the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N–1 (SEPP N–1).

74. Notably, this control defines day, evening and night periods as follows:

Day	0700–1800 Monday–Friday 0700–1300 Saturdays.
Evening	1800–2200 all days 1300–1800 Saturdays 0700–1800 Sundays and public holidays
Night	2200–0700

Figure 3: Definition of day, evening and night periods in the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N–1 (SEPP N–1).

75. The additional operating hours fall within the 'day' period, which is the least sensitive time, and the 'evening' period. The additional hours do not fall within the 'night' period which is the most sensitive time.

76. Condition 6 of Planning Permit PLN11/0380 requires that *noise emissions must comply with the State Environment Protection Policy or any other standard recommended by the Environment Protection Authority*. This condition is also replicated on Planning Permits PLN12/0013 and PLN12/0233 which apply to levels 2 and level 1 (southern tenancy).

77. This condition ensures that the proposal remains consistent with the objective of Clause 13.05-1S (Noise Abatement) and is enforceable by Council's Planning Enforcement Unit. The inclusion of the day and evening periods of Saturday and Sunday is unlikely to contribute to the concerns with live music and alcohol consumption in any case.

78. There is otherwise limited guidance in the Scheme with regard to appropriate operation hours for an office in the Mixed Use Zone, however the VCAT decision *Alexander v Bayside CC [2007] VCAT 2300* affirms that in a Mixed Use zone, one cannot reasonably expect the same level of residential amenity capable of being enjoyed in a purely residential area:

> [32] *I have considered the implications of the Mixed Use zoning within which the review site and Mr Berenholtz's property are included. I accept Mr Tesdorpf's submission that in a Mixed Use zone, one cannot reasonably expect the same level of residential amenity capable of being enjoyed in a purely residential area. Similarly, although to a lesser extent, this argument also holds true for houses adjoining the laneway in Sarah Street and houses at the Bluff Road end of Eliza and Love Streets within a Residential 1 zone. I note for example that Council's Discretionary Uses Policy in Residential Areas only applies to all residential zones and but appears to exclude the Mixed Use Zone.*

79. Further Clause 22.01 (Discretionary Uses in the Residential 1 Zone) of the Yarra Planning Scheme, which similarly only applies to non-residential uses in the General and Neighbourhood Residential Zones, includes a policy limiting the operation of non-residential uses to between 8:00am to 8:00pm.

80. The acceptability of these hours in residential zones implies that they are also acceptable in the less sensitive Mixed Use Zone context in which a range of commercial uses are encouraged.

81. The impact of offices on adjacent residential land was considered in *Pertile v Yarra CC [2019] VCAT 851*, with Member Deidun acknowledging that flexible working hours are necessary to provide for an efficient workforce:

> [47] *For similar reasons, I also do not support a condition that seeks to restrict the hours in which an office use may operate from the review site. We all take part in an economy that is no longer based on the standard working hours, and I anticipate that increased flexibility in working hours is likely to be needed to provide an efficient workforce in the future.*

82. And whilst the subject proposal in this VCAT case was a different zoning context (IN3Z/NRZ1 interface), Member Deidun also acknowledged the limited impact of offices on residential land use:

> [48] *As was observed in the evidence of Ms Paul, the proposed office use on the review site is one of the most benign uses the residents could hope to expect within the Industrial 3 Zone. The only real off-site amenity impact arising from the proposed use of the land as an office on the adjacent residential area, is that arising from increased traffic. I anticipate that the extent of office workers that would choose or need to work outside of the common weekday daytime working hours would be a much lower proportion of the overall number of office workers to be accommodated on the review site….*

> *…Given the proximity of the residential neighbourhood to an industrial precinct, a certain level of amenity impact from the businesses occurring within the precinct is to be anticipated and expected. I regard the extent of likely amenity impact to result from the absence of any control over the operating hours of this office building to be sufficiently low, and to represent an appropriate outcome for this interface location.*

83. Considering the relatively low propensity of offices to generate noise, and limited sensitivity of the proposed hours, it is not anticipated that the extended hours would cause any unreasonable noise impacts to surrounding properties, particularly in a Mixed Use Zone context.

84. Notwithstanding the above, it is acknowledged that there have been several complaints related to noise from employees drinking alcohol, playing amplified music and dispersing from the subject site late at night. These matters are also mentioned in the majority of objections to this application.

85. However, it should also be acknowledged that there are several concurrent planning permits to use different parts of the building at the subject site for an office. Notably:

    (a) Planning Permit PLN12/0013 allows the office on level 2 of the building at the subject site to operate from 7:00am to 9:30pm (on Monday to Thursday) and 7:00am to 11:30pm (on Friday);

    (b) Planning Permit PLN12/0233 allows the office in the southern tenancy of level 1 at the subject site to operate from 8:00am to 9:30pm (Monday to Friday);

86. It is therefore plausible that office employees leaving the premised between 9:30pm and 11:30pm on a Friday evening are permitted to do so under respective Planning Permits. However, this is a matter for Council's Planning Enforcement Unit to investigate separately.

87. Council's Planning Enforcement Unit has confirmed that there are no outstanding planning enforcement investigation affecting the subject site and it appears that there have been no complaints lodged in 2020, with the last complaint relating to an advertised public event having been lodged and resolved in December 2019.

88. Nonetheless, acknowledging the history of complaints for the overall subject site and the co-working environment of the subject tenancy, the applicant is agreeable to a condition requiring the preparation of an amended Management Plan which details:

    (a) Security and site management procedures (including appropriately limiting access to the building and external site areas during sensitive hours)

    (b) Induction procedure for all new members when commencing, addressing noise management

    (c) The contact details of a site manager for surrounding properties to contact with any complaint or concerns.

89. The applicant has advised that while the tenancies at level 2 and 3 are leased to other businesses, they manage the entire building. As such, the nominated contact person should be made available to neighbours during the business hours of all planning permits benefitting the site.

Light Spillage

90. The use of office lighting and lighting of external accessways during the proposed operating hours on Saturdays (8:00am to 7:00pm) would not cause any unreasonable amenity impacts to adjoining properties given that these are predominantly daylight and early evening time periods.

Fumes and Air Emissions

91. The use of the land for an office does not include manufacturing, repair or storage of goods for sale or hire, as such the increase in hours of the existing office use would not emit any unreasonable fumes and air emissions to surrounding properties.

Waste Management

92. The proposed increase in operating hours of the office should not result in the capacity of the existing waste management being exceeded. It is also noted that Condition 4 of Planning Permit PLN11/0380 limits the collection of goods associated with the business Monday to Friday, between 8:00am and 6:00pm. This is to be retained and carried forward.

Objector Concerns

93. The following matters have been addressed the assessment section of this report:

    (a) Noise (after hours)

    (b) Lack of adherence to existing permit conditions (operating hours, noise)

    (c) Operating hours

    (d) Light spill

94. The outstanding objector concerns are addressed in detail below:

    (a) Noise (music and alcohol/social related activities):

        (i) Within reason, 'knock off drinks' and background music are considered to be ancillary components of the use of the land for an office provided that these activities are undertaken within the hours specified on the planning permit. It is noted that Planning Permit PLN12/0013 allows the office on level 2 of the building at the subject site to operate from 7:00am to 9:30pm (on Monday to Thursday) and 7:00am to 11:30pm (on Friday), as such employees consuming modest amounts of alcohol as late as 11:30pm on a Friday at the subject site (level 2) would not be in breach of their planning permission.

    (b) Noise (renovation works after hours)

        (i) Condition 2 of Planning Permit PLN11/0380 does not preclude the owner of the land or permit holder from carrying out building or works outside of the specified hours. Should there have been a planning permit associated with the renovation works, there may have been a permit condition restricting the hours at which works could be carried out. This permit condition would have been enforceable at the time if it were applicable. Similarly, there are local laws requirements relating to the time at which works may be carried out, and if breached, this would have been a matter for Council's Community Amenity Unit to investigate and enforce if necessary.

    (c) Noise (open windows)

        (i) There is no requirement on the existing planning permit for windows to be closed during operating hours. Should the resultant noise emanating from the office exceed SEPP N–1, planning enforcement may be in a position to enforce the closure of windows.

    (d) Pollution (cigarette smoke, discarded cigarette butts and beer cans)

        (i) Planning Permit PLN11/0380 relates to an office at level 1 which is fully internalised within the existing building at 41-43 Stewart Street. The cigarette smoke from employees therefore may not be related to employees from the tenancy that is the subject of this permit. Similarly, littering from employees may not be attributable to the tenancy which is the subject of this permit and may be a matter for the EPA to investigate separately.

        (ii) The applicant has provided a Management Plan which stipulates that cleaning and waste management is controlled through their cleaning and waste management contractors, however this does not sufficiently address concerns with regard to littering and behaviour of employees, particularly given the co-working office business model would result in a high turnover of members that may not be familiar waste procedures.

In addition to the noise management procedures outlined in the assessment section of this report, it is recommended that the Management Plan be amended to also cover waste and litter management in the induction procedure.

(e) Privacy screens not maintained causing overlooking issues

(i) Planning Permit PLN11/0380 allows the use of an existing building and does not include any conditions requiring the maintenance of any privacy screening. Non-compliance with plans endorsed as part of any past buildings and works planning permits showing privacy screening would be a matter for planning enforcement to investigate separately.

(f) Reduced on-street car parking availability

(i) Whilst the increase in operating hours may result in an increased demand for on-street car parking on Saturdays and Sundays in reality, the proposed amendment does not increase the car parking measure for the use of the land as an office. As noted in the planning scheme provisions section of this report, the car parking measure for the use of the land as an office specified at Clause 52.06-5 is based on net floor area. Given that the application does not propose to increase the net floor area of the office, no planning permit is required pursuant to Clause 52.06-3 and the impact on car parking availability is not a relevant consideration in this application.

Conclusion

1. The proposed amendment is consistent with the purpose of the Mixed Use Zone and the objectives and policies of the Planning Policy Framework and the Local Planning Policy Framework.
2. Accordingly, the proposal is considered to be an acceptable planning outcome, subject to the conditions recommended in this report.

RECOMMENDATION

That a Notice of Decision to Grant an amended Planning Permit PLN11/0380.02 be issued generally in accordance with the plans and reports noted previously as the “decision plans” subject to the following changes to conditions:

- Change Condition 2 from:

  The office may only operate between 8.00am and 9.30pm Monday-Friday, unless with the prior written consent of the Responsible Authority.

  to:

  Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

  (a) Monday to Friday 8.00am – 9.30pm

  (b) *Saturday and Sunday 8.00am – 7.00pm*

- Add new condition 5 (Management Plan);
- All remaining conditions renumbered accordingly;
- Permit expiry updated to reflect the issue date of the amended permit.

Full list of conditions is as follows (amended conditions in bold):

1. The layout of the use on the endorsed plans must not be altered without the written consent of the Responsible Authority.

2. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate between the following hours:

(a) Monday to Friday 8.00am – 9.30pm

(b) Saturday and Sunday 8.00am – 7.00pm

3. No more than 45 staff may be on the premises at any one time.

4. All delivery and collection of goods associated with the business must be conducted between 8am and 6pm Monday to Friday.

5. Before the increase in operating hours permitted under this amended permit commences, an amended Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Management Plan will be endorsed and will form part of this permit. The amended Management Plan must be generally in accordance with the Management Plan submitted on 2 October 2020, but modified to include (or show, or address):

(a) Operating hours in accordance with condition 2 of this permit;

(b) Security and site management procedures (including appropriately limiting access to the building and external site areas during sensitive hours);

(c) Induction procedure for all new members when commencing, addressing the following matters:

(i) Noise management;

(ii) Litter and waste management;

(d) The contact details of a site manager for surrounding properties to contact with any complaint or concerns. The contact person must be made available between the following hours:

(i) Monday to Thursday 7:00am – 9:30pm

(ii) Friday 7:00am – 11:30pm

(iii) Saturday and Sunday 8:00am – 7:00pm.

6. The amenity of the area must not be detrimentally affected by the use, through:

(a) The transport of materials, goods or commodities to or from land;

(b) The appearance of any buildings, works or materials;

(c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or

(d) The presence of vermin.

7. Noise emissions must comply with the State Environment Protection Policy or any other standard recommended by the Environment Protection Authority.

8. This permit will expire if:

(a) The increase in operating hours is not commenced within two (2) years from the date of amendment PLN11/0380.02.

The Responsible Authority may approve extensions to these time limits if requests are made within three months of expiry.

NOTE: This site is subject to a Heritage Overlay pursuant to the Yarra Planning Scheme. Unless hereby approved, a planning permit may be required for any demolition, re-painting or other external alterations, sandblasting, exterior works (including the installation of external airconditioning units, solar panels, and any other heating/cooling units) to an existing building or buildings, construction of a building or fence, changes to the natural topography of the land or the subdivision or consolidation of land.

NOTE: A building permit may be required before development is commenced. Please contact Council's Building Department on Ph. 9205 5351 to confirm.

Attachments

1 PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Application to Amend Planning Permit

2 PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Certificate of Title

3 PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Existing Planning Permit

4 PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Existing Endorsed Plans

5 PLN110380.02 - 41 - 43 Stewart Street Richmond - Written Submission and S57A Management Plan (Decision Plan)

6 PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Site Context Plan

Attachment 1 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Application to Amend Planning Permit

CITY OF YaRRA

Planning Enquiries
Phone: (03) 9205 5555
Web: www.yarracity.vic.gov.au

Clear Form

Office Use Only Application No.: Date Lodged: / /

Application to **AMEND a Planning Permit**

If you need help to complete this form, read MORE INFORMATION at the end of this form.

⚠ Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any questions, please contact Council's planning department.

⚠ This form cannot be used to:
- amend a permit or part of a permit if the Victorian Civil and Administrative Tribunal (VCAT) has directed under section 85 of the Act that the responsible authority must not amend that permit or that part of the permit (as the case requires); or
- amend a permit issued by the Minister under Division 6 of Part 4 of the Act (these applications must be made to the Minister under section 97I of the Act).

⚠ **Questions marked with an asterisk (*) must be completed.**

ⓘ Click for further information.

The Land ⓘ

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.: 1 | St. No.: 41-43 | St. Name: STEWART STREET

Suburb/Locality: RICHMOND VIC | Postcode: 3121

Formal Land Description *
Complete either A or B.

⚠ This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A Lot No.: 2 ○ Lodged Plan ● Title Plan ✓ Plan of Subdivision No. [redacted] LP50194

OR

B Crown Allotment No.: Section No.:

Parish/Township Name:

Planning Permit Details ⓘ

What permit is being amended?*

Planning Permit No.: PLN11/0380

The Amended Proposal ⓘ

⚠ You must give full details of the amendment being applied for. Insufficient or unclear information will delay your application.

What is the amendment being applied for?*

- Indicate the type of changes proposed to the permit.
- List details of the proposed changes.

If the space provided is insufficient, attach a separate sheet.

This application seeks to amend:

☐ What the permit allows
☐ Plans endorsed under the permit
☑ Current conditions of the permit
☐ Other documents endorsed under the permit

Details:
please see CV attached.

RECEIVED
20 NOV 2019
BY:

☑ Provide plans clearly identifying all proposed changes to the endorsed plans, together with: any information required by the planning scheme, requested by Council or outlined in a Council checklist; and if required, include a description of the likely effect of the proposal.

Attachment 1 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Application to Amend Planning Permit

Development Cost

Estimate cost of development*

If the permit allows ***development***, estimate the cost difference between the development allowed by the permit and the development to be allowed by the amended permit.

Cost of proposed amended development:		Cost of the permitted development:		Cost difference (+ or –):
$ 0	–	$ 0	=	$ 0

Insert 'NA' if no development is proposed by the permit.

You may be required to verify this estimate.

Existing Conditions

Describe how the land is used and developed now *

For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Have the conditions of the land changed since the time of the original permit application? ☐ Yes ☒ No

If yes, please provide details of the existing conditions.

☑ Provide a plan of the existing conditions if the conditions have changed since the time of the original permit application. Photos are also helpful.

Title Information

Encumbrances on title *

Does the proposal breach, in any way, an encumbrance on title such as a restrictrive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- ○ Yes (If 'yes' contact council for advice on how to proceed before continuing with this application.)
- ◉ No
- ○ Not applicable (no such encumbrance applies).

☑ Provide a full, current copy of the title for each individual parcel of land forming the subject site. The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', for example, restrictive covenants.

Attachment 1 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Application to Amend Planning Permit

Applicant and Owner Details

Provide details of the applicant and the owner of the land.

Applicant *

The person who wants the permit.

Name:
Title: MR | First Name: YIANNI | Surname: TSILIVARAKOS
Organisation (if applicable):
Postal Address: | If it is a P.O. Box, enter the details here:
Unit No.: L1 | St. No.: 41-43 | St. Name: STEWART ST
Suburb/Locality: RICHMOND | State: VIC | Postcode: 3121

*Please provide at least one contact phone number **

Contact information for applicant OR contact person below
Business phone: | Email: yianni@inspire9.com
Mobile phone: 0403 653 319 | Fax: —

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Contact person's details*
Same as applicant ☐
Name:
Title: | First Name: | Surname:
Organisation (if applicable):
Postal Address: | If it is a P.O. Box, enter the details here:
Unit No.: | St. No.: | St. Name:
Suburb/Locality: | State: | Postcode:

Owner *

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

Same as applicant ☐
Name:
Title: MR | First Name: TOULIS | Surname: Tsilivarakos
Organisation (if applicable):
Postal Address: | If it is a P.O. Box, enter the details here:
Unit No.: Ground Floor | St. No.: 41-43 | St. Name: STEWART ST
Suburb/Locality: RICHMOND | State: VIC | Postcode: 312
Owner's Signature (Optional): T | Date: 7.11.2019 day / month / year

Declaration

This form must be signed by the applicant*

⚠ Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

I declare that I am the applicant; that all the information in this application is true and correct; that all changes to the permit and plan have been listed as part of the amended proposal and that the owner (if not myself) has been notified of the permit application.

Signature: | Date: 7.11.2019 day / month / year

Need help with the Application?

If you need help to complete this form, read More Information at the end of this form or contact Council's planning department. General information about the planning process is available at planning.vic.gov.au

Contact Council's planning department to discuss the specific requirements for this application and obtain a checklist. Insufficient or unclear information may delay your application.

Has there been a pre-application meeting with a council planning officer?

◉ No ○ Yes | If 'Yes', with whom?:
Date: day / month / year

Attachment 1 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond - Application to Amend Planning Permit

Checklist

Have you:

- ☐ Filled in the form completely?
- ☐ Paid or included the application fee? — Most applications require a fee to be paid. Contact Council to determine the appropriate fee.
- ☐ Attached all necessary supporting information and documents?
- ☐ Completed the relevant council planning permit checklist?
- ☐ Signed the declaration above?

Lodgement

Lodge the completed and signed form and all documents with:

City of Yarra
PO Box 168
Richmond VIC 3121

333 Bridge Road
Richmond VIC 3121

Contact information:
Phone: (03) 9205 5555
Email: info@yarracity.vic.gov.au
DX: 30205

Deliver application in person, by post [redacted].

Attachment 2 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Certificate of Title

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REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 08431 FOLIO 311

Security no : 124080185551V
Produced 12/11/2019 09:40 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 050194.
PARENT TITLE Volume 08232 Folio 102
Created by instrument B541581 09/11/1962

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
TOULIS TSILIVARAKOS of 84 URSA ST NORTH BALWYN
S576540H 12/07/1993

ENCUMBRANCES, CAVEATS AND NOTICES

CAVEAT AN476187N 20/01/2017
Caveator
TELSTRA CORPORATION LTD
Grounds of Claim
LEASE WITH THE FOLLOWING PARTIES AND DATE.
Parties
THE REGISTERED PROPRIETOR(S)
Date
08/09/2016
Estate or Interest
LEASEHOLD ESTATE
Prohibition
UNLESS I/WE CONSENT IN WRITING
Lodged by
AUSTRALIAN GOVERNMENT SOLICITOR
Notices to
AUSTRALIAN GOVERNMENT SOLICITOR of LEVEL 34 600 BOURKE STREET MELBOURNE VIC 3000
AMENDMENT OF ADDRESS ON CAVEAT AN808729G 08/05/2017

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE TP647686P FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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DOCUMENT END
20 NOV 2019
BY:

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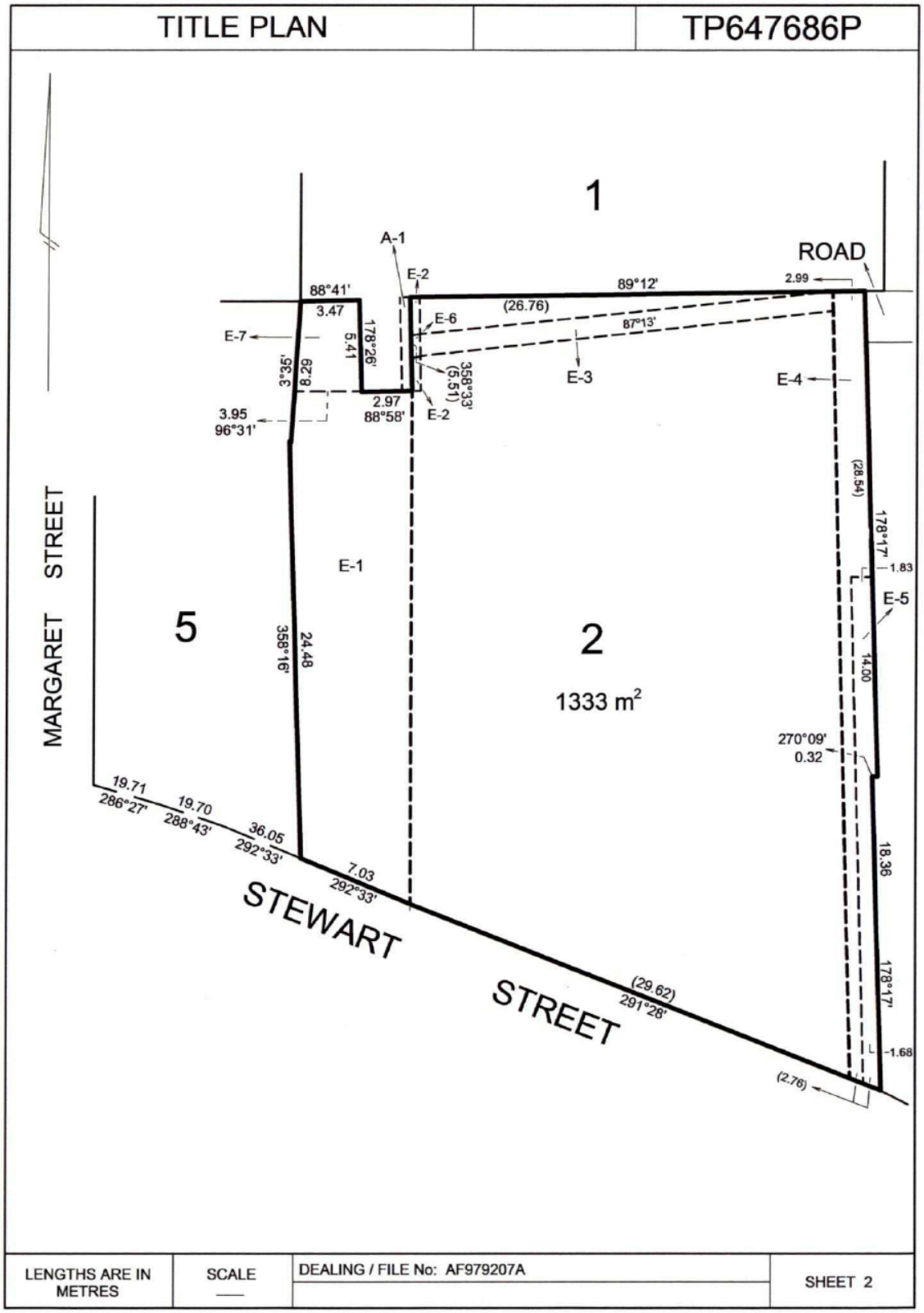

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MODIFICATION TABLE

RECORD OF ALL ADDITIONS OR CHANGES TO THE PLAN

PLAN NUMBER

TP647686P

WARNING: THE IMAGE OF THIS DOCUMENT OF THE REGISTER HAS BEEN DIGITALLY AMENDED. NO FURTHER AMENDMENTS ARE TO BE MADE TO THE ORIGINAL DOCUMENT OF THE REGISTER.

AFFECTED LAND/PARCEL	LAND/PARCEL IDENTIFIER CREATED	MODIFICATION	DEALING NUMBER	DATE	EDITION NUMBER	ASSISTANT REGISTRAR OF TITLES
		REMOVAL OF CARRIAGEWAY EASEMENT	AF979207A	21/7/08	2	RH

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Document Type	**Plan**
Document Identification	**TP647686P**
Number of Pages (excluding this cover sheet)	**3**
Document Assembled	**12/11/2019 09:44**

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TITLE PLAN		EDITION 2	TP 647686P

Location of Land

Parish: JIKA JIKA
Township:
Section:
Crown Allotment:
Crown Portion: 23 (PT)

Last Plan Reference: LP 50194
Derived From: VOL 8431 FOL 311
Depth Limitation: NIL

Notations

ANY REFERENCE TO MAP IN THE TEXT MEANS THE DIAGRAM SHOWN ON THIS TITLE PLAN

EASEMENT INFORMATION

Legend: A - Appurtenant Easement E - Encumbering Easement R- Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefitted / In Favour Of
E-1	DRAINAGE	SEE PLAN	LP50194	LOTS ON LP50194
E-1	CARRIAGEWAY	SEE PLAN	LP50194	LOTS 1 & 3 LP50194
E-2 & E-6	PARTY WALL	0.35	LP50194	LOT 1 LP50194
E-3 & E-6	SEWERAGE	1.83	LP50194	LOTS ON LP50194
E-4 & E-5	DRAINAGE	SEE PLAN	LP50194	LOTS ON LP50194
E-5	LIGHT & DRAINAGE	SEE PLAN	INST. 1075123	C/T VOL. 8258 FOL. 005
E-7	LIGHT & DRAINAGE	SEE PLAN	LP50194	LOTS ON LP50194
E-7	CARRIAGEWAY	SEE PLAN	LP50194	LOTS ON 1 & 3 LP50194
A-1	PARTY WALL	0.35	LP50194	LOT 2 LP50194

SEE SHEET 2
FOR DIAGRAM

TABLE OF PARCEL IDENTIFIERS
LOT 2 = LOT 2 LP50194

LENGTHS ARE IN METRES			Sheet 1 of 2 sheets

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Caveat

Section 89 Transfer of Land Act 1958

The information in this fi
used for the purpose of i

AN476187N ent
20/01/2017 $46.30 89 and
and
es.

1. Land/s

Land Title

Volume 8431 Folio 311

2. Caveator/s

Caveator

Name TELSTRA CORPORATION LTD

ACN 0 5 1 7 7 5 5 5 6

3. Grounds of Claim

LEASE WITH THE FOLLOWING PARTIES AND DATE.

Parties

THE REGISTERED PROPRIETOR(S)
TELSTRA CORPORATION LTD ACN 051775556

Date of Claim

Date: (DD/MM/YYYY) 08/09/2016

4. Estate or Interest claimed

LEASEHOLD ESTATE

5. Prohibition

UNLESS I/WE CONSENT IN WRITING

6. Address for Service of Notice

Lawyer/Conveyancer/Firm Name

AUSTRALIAN GOVERNMENT SOLICITOR

Address

Property Name

Unit Type

Unit Number To Unit Number

Floor Type LEVEL

Floor Number 21 Floor Suffix

Unit Street No 200

Street Name QUEEN

Street Type STREET

Locality MELBOURNE

State VIC Postcode 3000

7. Signing

The caveator claims the estate or interest specified in the land described on the grounds set out. This caveat forbids the registration of any instrument affecting the estate or interest to the extent specified.

Signed by ROBERT COLE FOR AND ON BEHALF OF AUSTRALIAN GOVERNMENT SOLICITOR the Agent for the Caveator

8. Date

Date: (DD/MM/YYYY) 20/01/2017

Approval Number: 33711111R THE BACK OF THIS FORM MUST NOT BE USE Page 1 of 2
LV-V12-Jul-2016

Land Victoria, 570 Bourke Street, Melbourne, 3000, Phone 8636-2010

Attachment 2 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Certificate of Title

Caveat

Section 89 Transfer of Land Act 1958

The information in this fo
used for the purpose of n

AN476187N int
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9. Lodging Party

Customer Code 0233Y

Reference RC:17000321

Approval Number: 33711111R THE BACK OF THIS FORM MUST NOT BE USE

Page 2 of 2
LV-V12-Jul-2016

Land Victoria, 570 Bourke Street, Melbourne, 3000, Phone 8636-2010

Attachment 3 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Existing Planning Permit

Helping you understand your planning needs

PLANNING PERMIT (Amended)

CITY OF YARRA

Permit No: PLN11/0380

Planning Scheme: Yarra

Responsible Authority: City Of Yarra

ADDRESS OF THE LAND:

Level 1, 41-43 Stewart St Richmond VIC 3121

THE PERMIT ALLOWS:

Use of the first floor as an office and waiver of the associated car parking requirement.

THE FOLLOWING CONDITIONS APPLY TO THIS PERMIT:

1) The layout of the use on the endorsed plans must not be altered without the written consent of the Responsible Authority.

2) The office may only operate between 8.00am and 9.30pm Monday-Friday, unless with the prior written consent of the Responsible Authority.

3) No more than 45 staff may be on the premises at any one time.

4) All delivery and collection of goods associated with the business must be conducted between 8am and 6pm Monday to Friday.

5) The amenity of the area must not be detrimentally affected by the use, through:

   (a) The transport of materials, goods or commodities to or from land;
   (b) The appearance of any buildings, works or materials;
   (c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
   (d) The presence of vermin.

6) Noise emissions must comply with the State Environment Protection Policy or any other standard recommended by the Environment Protection Authority.

7) This permit will expire if:

   (a) The use is not commenced within two (2) years from the date of this permit.

   The Responsible Authority may approve extensions to these time limits if requests are made within three months of expiry.

Date: 27 September 2011

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

For more information call 9205 5555 or visit **www.yarracity.vic.gov.au**

Attachment 3 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Existing Planning Permit

NOTE: This site is subject to a Heritage Overlay pursuant to the Yarra Planning Scheme. Unless hereby approved, a planning permit may be required for any demolition, re-painting or other external alterations, sandblasting, exterior works (including the installation of external airconditioning units, solar panels, and any other heating/cooling units) to an existing building or buildings, construction of a building or fence, changes to the natural topography of the land or the subdivision or consolidation of land.

NOTE: A building permit may be required before development is commenced. Please contact Council's Building Department on Ph. 9205 5351 to confirm.

THIS PERMIT HAS BEEN AMENDED AS FOLLOWS:

Date of amendment	Brief description of amendment
17 May 2019	Pursuant to Sections 73 and 74 of the *Planning and Environment Act* (1987), condition 2 amended from: *The office may only operate between 8.00am and 6.00pm Monday-Friday, unless with the prior written consent of the Responsible Authority.* And condition 3 amended from: *No more than 10 staff may be on the premises at any one time.*

Date: 27 September 2011

Danielle Connell
Signature for the Responsible Authority

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Page 2 of 2

Attachment 3 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Existing Planning Permit

PLANNING PERMIT

IMPORTANT INFORMATION ABOUT THIS PERMIT

WHAT HAS BEEN DECIDED?

The Responsible Authority has issued a permit.

(Note: This is not a permit granted under Division 5 or 6 of Part 4 of the **Planning and Environment Act 1987**.)

WHEN DOES A PERMIT BEGIN?

A permit operates:

- from the date specified in the permit; or
- if no date is specified, from—
  - (i) the date of the decision of the Victorian Civil and Administrative Tribunal, if the permit was issued at the direction of the Tribunal; or
  - (ii) the date on which it was issued, in any other case.

WHEN DOES A PERMIT EXPIRE?

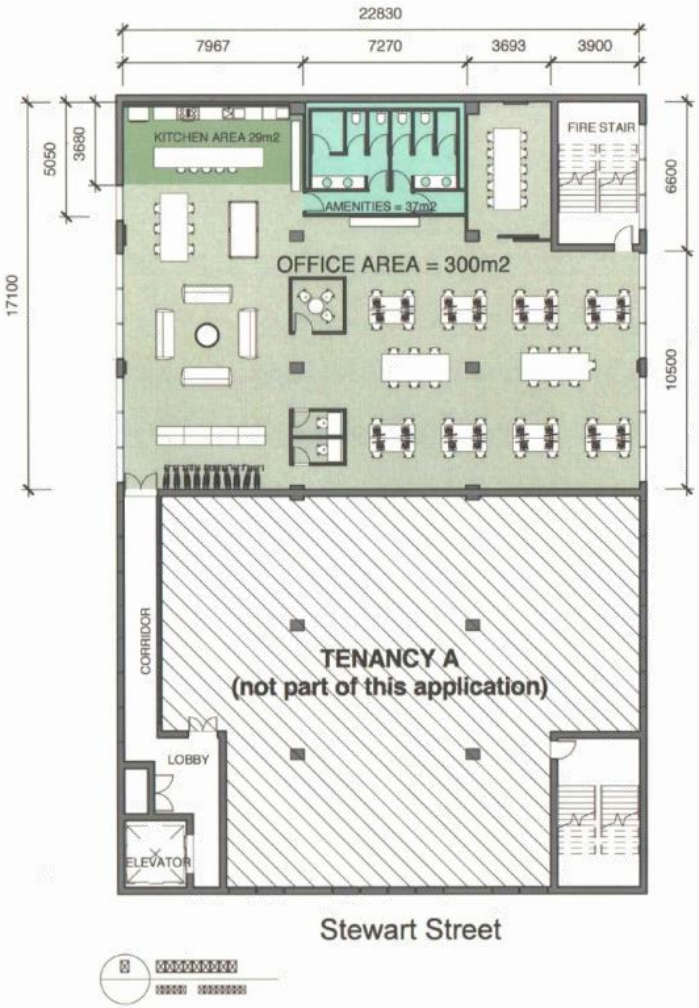
1. A permit for the development of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 and the plan is not certified within two years of the issue of the permit, unless the permit contains a different provision; or
   - the development or any stage is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit or in the case of a subdivision or consolidation within 5 years of the certification of the plan of subdivision or consolidation under the **Subdivision Act 1988**.
2. A permit for the use of land expires if—
   - the use does not start within the time specified in the permit, or if no time is specified, within two years after the issue of the permit; or
   - the use is discontinued for a period of two years.
3. A permit for the development and use of land expires if—
   - the development or any stage of it does not start within the time specified in the permit; or
   - the development or any stage of it is not completed within the time specified in the permit, or, if no time is specified, within two years after the issue of the permit; or
   - the use does not start within the time specified in the permit, or, if no time is specified, within two years after the completion of the development; or
   - the use is discontinued for a period of two years.
4. If a permit for the use of land or the development and use of land or relating to any of the circumstances mentioned in section 6A(2) of the **Planning and Environment Act 1987**, or to any combination of use, development or any of those circumstances requires the certification of a plan under the **Subdivision Act 1988**, unless the permit contains a different provision—
   - the use or development of any stage is to be taken to have started when the plan is certified; and
   - the permit expires if the plan is not certified within two years of the issue of the permit.
5. The expiry of a permit does not affect the validity of anything done under that permit before the expiry.

WHAT ABOUT REVIEWS?

- The person who applied for the permit may apply for a review of any condition in the permit unless it was granted at the direction of the Victorian Civil and Administrative Tribunal, in which case no right of review exists.
- An application for review must be lodged within 60 days after the permit was issued, unless a notice of decision to grant a permit has been issued previously, in which case the application for review must be lodged within 60 days after the giving of that notice.
- An application for review is lodged with the Victorian Civil and Administrative Tribunal.
- An application for review must be made on relevant form which can be obtained from the Victorian Civil and Administrative Tribunal, and be accompanied by the applicable fee.
- An application for review must state the grounds upon which it is based.
- A copy of an application for review must be served on the responsible authority.
- Details about applications for review and the fees payable can be obtained from the Victorian Civil and Administrative Tribunal.

Planning and Environment Regulations 2015 No. 33/2015 Form 4 Sections 63, 64, 64A and 86

Attachment 4 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Existing Endorsed Plans



ADVERTISED PLANS

DECISION PLANS

300 m²	OFFICE AREA
29 m²	KITCHEN AREA
38 m²	AMENITIES AREA

45 STAFF
367m2 TOTAL AREA

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
Plan referred to in Permit No: PLN11/0380
relating to use/development of land.
For and on behalf of the Responsible Authority
DATE 17/5/2019 PLAN 1 of 1
This is NOT a Building Permit

RECEIVED
21 DEC 2018

N

AMENDMENT TO PLAN APPROVED
IN PERMIT No. PLN11/0380
Issued 27/9/2011

Level 1, 41-43 Stewart Street Richmond

Rev Date Amendment

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Project No.
Scale @A3
Date
Dwg No SK13
Rev

room design office
8 williams place south melbourne 3205
p: 9686 9071 m: 0404 012 174
www.roomdesignoffice.com

Attachment 5 - PLN110380.02 - 41 - 43 Stewart Street Richmond - Written Submission and S57A Management Plan (Decision Plan)

Inspire9 powered by epsilon
AKM Building
41-43 Stewart Street,
Richmond VIC 3121

Amendment application No.: PLN11/0380.02
Address: 41-43 Stewart St Richmond VIC 3121

I'd like to inform the council and make aware of the new ownership of inspire9 since the last amendment being the 17th of May 2019. Along with the new ownership we have implemented new management structures plus security measures.

The space is only accessible with swipe card access after 4.30 pm along with a security camera installed in the facility. Please keep in mind inspire9's business model is to be a creative office space and keep expanding on it's proven success that has evolved start-up companies now employing well over 800 people and a majority of these business basing their companies out of the City of Yarra district due to the connection they have built with inspire9 and trying to stay close.

1. Caveat AN476187N *please find attached.*
2. The number of staff to stay the same 45 staff.
3. Management Plan attached
4. Please find attached the site analysis plan.
    - North adjoining site Mixed zone use consisting of predominantly residential neighbours with some commercial residents.
    - East site Mixed zone use consisting of commercial tenancies and some residential.
    - West site (slim form building) Mixed zone use consisting of 100% commercial tenancies.
5. Please find multiple images of inspire9 on our website which is linked below.
   https://www.inspire9.com/image-carousel-gallery
6. The proposal has been amended under an S50 of the Planning & Environment Act [1987] to alter the operating hours, with no change to the existing staff numbers.
7. We believe an acoustic report is quite an excessive ask and request to not provide as the number of staff will now be staying the same. The general noise of inspire9 during 98% of it's operating times is extremely low impact. Members work from their laptops/computer while there is low ambience background music over the space, similar to a day spa. The music is on a scheduled timer which switches off at 5 pm and starts back up at 9 am.
   Being an office space with multiple members, there is a general etiquette to keep noise levels to a minimum.

www.inspire9.com yianni@inspire9.com
ABN: 18 150 881 473
The original community-led coworking space for Melbourne's start-ups, freelancers and creatives.

Attachment 5 - PLN110380.02 - 41 - 43 Stewart Street Richmond - Written Submission and S57A Management Plan (Decision Plan)

Inspire9 powered by epsilon
AKM Building
41-43 Stewart Street,
Richmond VIC 3121

MANAGEMENT PLAN

No change to existing operating hours between Monday to Friday.

Additional proposed operating hours:

- Saturday - Sunday
  8.00 am - 7.00 pm

Additional challenges due to COVID19 on our business model will now require weekend trade more than ever. Capping the amount of people coming into our facility on a daily basis, offering 7 days per week instead of 5.

Inspire9 security access is controlled via swipe pass access and monitored through security cameras.

Members capacity will stay the same 45.

Members have access to the facility through their swipe passes which log their entry. In the event misconduct, we can check the access time through the log and check the cameras.

Due to COVID19, our membership structure will have to see changes, accommodating to the current rules associated with social distancing. What this looks like right now is extremely challenging to design, however, we believe we will have to cap memberships and offer hours and days that can accommodate our business's survival and in line with regulations.

Waste management is controlled through our cleaning company and waste management company with multiple pickups per week.

Attachment 5 - PLN110380.02 - 41 - 43 Stewart Street Richmond - Written Submission and S57A Management Plan (Decision Plan)

Inspire9 powered by epsilon
AKM Building
41-43 Stewart Street,
Richmond VIC 3121

Light spillage is extremely minimal, inspire9 runs very low impact lighting system due to the abundance of natural light throughout the day. We a pro carbon and sustainability which has been added into our member induction sheet advising lights in meeting rooms and the facility to be switched off on departure and sustainability support. We have recently installed the main power switch which can turn off the entire facility at the end of the day and will be managed by the cleaners on their way out, being the last in the facility.

Inspire9 since March 2019 has been managed through new ownership. It has been extremely challenging in cleaning up the facility and implementing new systems from the operation, security to members wellness. With the current pandemic, we believe to see a large increase in flexible working options which will only help our survival further if we can offer weekend trade to members.

www.inspire9.com yianni@inspire9.com
ABN: 18 150 881 473
The original community-led coworking space for Melbourne's start-ups, freelancers and creatives.

Attachment 6 - PLN11/0380.02 - 41 - 43 Stewart Street Richmond S52 - Site Context Plan

E Tennyson st Property EAST Site. Consist of Commercial properties & Some residential.

41-43 Stewart St, Richmond = inspire9 Site.

W 33 Stewart St, Richmond = WEST site consist of 100% Commercial use

N Site North to inspire9 Consist of mixed use some Commercial and predominantly residential.

Site Context plan

6.3 PLN20/0237 - 10 Taylor Street Fitzroy North - Part demolition of the existing dwelling for the construction of a ground and first floor addition

Executive Summary

Purpose

1. This report provides Council with an assessment of a planning permit application submitted for 10 Taylor Street Fitzroy North, which seeks approval for part demolition of the existing dwelling for the construction of a ground and first floor addition. The report recommends approval, subject to conditions.

Key Planning Considerations

2. Key planning considerations include:
   (a) Planning Policy Framework and Local Planning Policy Framework
   (b) Clause 22.02 – Development guidelines for sites subject to the heritage overlay;
   (c) Clause 22.07 – Development abutting laneways
   (d) Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)
   (e) Clause 32.09 – Neighbourhood Residential Zone
   (f) Clause 43.01 – Heritage Overlay
   (g) Clause 54 – One dwelling on a lot (Rescode)

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Clause 54 – One dwelling on a lot
   (b) Heritage
   (c) Development abutting laneways
   (d) Objector concerns

Submissions Received

4. Eight objections were received to the application, these can be summarised as:
   (a) design (height, scale, bulk, character);
   (b) heritage
   (c) amenity (off-site, overlooking, visual bulk, overshadowing, loss of light);
   (d) errors of surrounding site context depicted within the supplied plans

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported, subject to conditions as outlined in the assessment and recommendations of the report.

CONTACT OFFICER: **Robert Galpin**
TITLE: **Statutory Planner**
TEL: **9205 5139**

6.3 PLN20/0237 - 10 Taylor Street Fitzroy North - Part demolition of the existing dwelling for the construction of a ground and first floor addition

Reference	D20/166658
Author	Robert Galpin - Statutory Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Nicholls Ward
Proposal:	Part demolition of the existing dwelling for the construction of a ground and first floor addition
Existing use:	Residential (Single Dwelling)
Applicant:	URPS Pty Ltd
Zoning / Overlays:	Neighbourhood Residential Zone (Schedule 1), Heritage Overlay (Schedule 327)
Date of Application:	24 April 2020
Application Number:	PLN20/0237

Planning History

6. The Subject Site has the following Planning History

   (a) Planning Permit PL07/0411 was issued at the direction of VCAT on 2 March 2009 for part demolition, alterations and additions to allow for the construction of a double storey extension to the existing dwelling, including the construction of an outbuilding. This permit has not been acted upon and has since lapsed.

   (b) Planning Permit PLN14/0043 was issued on 14 August 2014 for development of the land for a ground and first floor addition to the existing dwelling, including part demolition.

   (c) An amendment to Planning Permit PLN14/0043 was lodged on 24 February 2020 seeking approval for additional demolition works.

   (d) Demolition works commenced in early March 2016 prior to Council determination of the amendment application, with illegal works to remove the front roof commenced in March 2016. A Building Order to stop works and an Emergency Order prohibiting any further works was issued by Council's Building Department on 04 April 2016.

   (e) As part of the application process the applicant submitted an engineering report on 07 September 2016 in regards to the structural capabilities of the two chimneys. This report determined that the chimneys were unsafe in their current state and should be demolished to floor level and removed. Council's building department confirmed that the chimneys present a danger of collapse due to their unrestrained height and should be reduced in height to where they thicken out. Accordingly, an Emergency Order to remove the chimneys was issued on 9 September 2016.

   (f) An Amendment to Planning Permit PLN14/0043 was subsequently issued on 24 October 2016 to demolish the two chimneys and construct light weight replacement chimneys (brick clad), demolition and reconstruction of the front verandah, weatherboards, windows and roof and demolition of the front fence and construction of a new fence and new conditions 1 a), b), c).

   (g) An extension of time for the completion of the development was granted on 20 February 2019 requiring the development to be completed by 19 December 2019.

(h) Plans to comply with the revised Condition 1 requirements were not submitted and the permit subsequently lapsed as a result of not being completed by 19 December 2019.

(i) It was purchased by the current owner in October 2019 as essentially a street façade wall, with some remnant side and internal walls and remnant brick fireplaces / chimney breasts.

Background

Lodgement of Section 57A Amended Plans

7. In order to address concerns raised by Council Officers and objectors, amended plans were lodged pursuant to Section 57A on 20 November 2020. The key changes within the amended proposal are as follows;

   (a) Modified garage southern boundary wall.
   (b) Increased width of garage to the rear laneway
   (c) Correct references to the existing conditions of No. 8 Taylor Street

8. The amended plans dated 20 November 2020 form the decision plans for this application

The Proposal

9. The application is for part demolition of the existing dwelling for the construction of a ground and first floor addition. Further details of the proposal are as follows:

   Demolition

   (a) Additional demolition to the remnants of the existing dwelling is proposed as follows;
      (i) Demolition of the southern and northern weatherboard walls
      (ii) Demolition of the front porch
      (iii) Demolition of the outhouse
      (iv) Demolition of the existing slab
      (v) Demolition of 'internal walls' and chimney base
   (b) Demolition of the existing shed and rear car parking structure
   (c) Demolition of the existing brick pier front fence
   (d) Demolition of the existing metal boundary fencing

   Development

   (a) Reconstruction of the front portion of the original heritage dwelling
      (i) The existing façade will be retained with no change to the front setback
      (ii) The front porch reconstructed
      (iii) A new colorbond roof to match the original profile
      (iv) New weatherboard northern and southern walls
      (v) The original dwelling will be internally modified to include a study, bathroom and master bedroom with ensuite
   (b) Construction of a two storey rear addition with basement and rear single car garage comprising;
      (i) A cinema room, cellar, laundry and drying room at basement level
      (ii) An open plan kitchen/dining/lounge and rear garage at ground floor

(iii) Three additional bedrooms, a bathroom and rumpus room with east facing balcony at first floor.

(iv) The addition will incorporate a predominantly flat roof form with a rake to the south.

(c) The addition will be a maximum height of 6.55m from natural ground level

(d) The dwelling will be set back between 11.03m – 1.61m from the southern boundary, with the exception of part of the rear garage, which will be constructed to the southern boundary at ground floor.

(e) The first floor will be set back 1.62m from the southern boundary for its entire length.

(f) The ground floor will be set back from the northern boundary by 1.4m for a length of 11.17m and constructed to the northern boundary for a length of 5.77m.

(g) At first floor the dwelling (living room void) will be partially constructed to the northern boundary with the stairwell set back 1.4m and the remainder set back 5.45m from the northern boundary.

(h) The rear garage will be partially constructed to the southern boundary

(i) The first floor balcony will be constructed to the eastern title boundary incorporating a 1.7m high privacy screen, with the first floor set back 1.5m from the eastern boundary.

(j) Secluded Private Open Space is located to the north-eastern corner and includes a pool

(k) A new 1.2m high timber picket fence is proposed within the front setback fronting Taylor Street and a portion of the northern laneway.

(l) The addition will be constructed of red brick, weatherboard and glazing with a white colorbond roof

(m) A 2sqm raingarden and 3,000L underground rainwater tank are proposed for stormwater treatment.

Existing Conditions

Subject Site

10. The subject site is located on the eastern side of Taylor Street between Miller Street to the north and Clauscen Street to the south in Fitzroy North. A right-of-way (ROW) abuts the full length of both northern and eastern boundaries.

11. The site is generally rectangular in shape, with a slight splay to the north eastern corner. The site has a frontage to Taylor Street of 12.19m, a boundary length of 31.62m to the north, a boundary length of 34.67m to the south and yields a total site area of approximately 419sqm.

12. The remnants of a single-storey, detached, Federation-era dwelling of weatherboard construction are located on the site following the demolition outlined within the Planning History section of the report. The front façade, verandah, portions of the northern and southern walls, a concrete slab and the chimney basis remain.

13. The dwelling is generally set back 4.83m from the front boundary, set back 1.4m from the northern boundary and set back 1.61m from the southern boundary.

14. Private open space and outbuildings (i.e. shed and garage) are located at the rear.

15. A low brick fence extends along the front boundary. With metal boundary fences located to the north and south

Image 1: The subject site as viewed from Taylor Street (source real-estate listing October 2019)

Image 2: The subject site as viewed from the rear (source real-estate listing October 2019)

Surrounding Land

16. The surrounding land is residential in use and is within the North Fitzroy Heritage Precinct. The precinct is noted for having a large number of substantially intact 19th century and early 20th century buildings.. Lots within the vicinity of the subject site are typically long with large open spaces at the rear.

17. To the south of the subject site is a single-storey, semi- attached dwelling, set back 1.28m from the shared boundary. The northern elevation of this dwelling contains 5 north-facing habitable room windows facing the subject site. Private open space and a single storey studio (constructed on the common boundary) are located at the rear.

18. To the north of the subject site across the ROW is a row of three the rear outbuildings of single-storey dwellings fronting onto Miller Street.

19. Similarly, to the east, across the ROW, are single-storey dwellings with their frontages to Rae Street. The dwellings are detached and contain private open space areas and outbuildings to their rears.

20. To the west, across Taylor Street, is developed with a mix of single and double storey dwellings of both heritage significance and modern infill development oriented to Taylor Street.

Image 3: The subject site shown in red (source Council GIS mapping June 2020)

Planning Scheme Provisions

Zoning

21. The subject site is zoned Neighbourhood Residential Zone (Schedule 1). The following provisions apply:

    (a) Pursuant to Clause 32.09-5, a planning permit is required to construct or extend one dwelling on a lot less than 500sqm.
    (b) Pursuant to Clause 32.09-10, the maximum building height of a dwelling must not exceed 9m in height and must contain no more than 2 storeys at any point. The proposed development will have a maximum overall height of 6.55m and will contain no more than two storeys. As such, the proposal complies with these requirements.
    (c) The minimum garden area requirement at Clause 32.09-4 for a lot between 400sqm and 500sqm triggers a garden area requirement of 25%. The proposed development will have a garden area of 37%, as such, proposal complies with these requirements.

22. As the lot is less than 500sqm in area, a permit is required under the zone.

Overlays

Heritage Overlay

23. The subject site is affected by the Heritage Overlay Schedule 327. The following provisions apply:

(a) Pursuant to Clause 43.01-1, a planning permit is required to demolish or remove a building and to construct a building or carry out works. Including;
- *A fence if visible from the street*

(b) Appendix 8 to the City of Yarra Review of Heritage Areas, 2007 – The site is identified as being 'Contributory' to the Fitzroy North Precinct.

24. As such, a permit is required under this overlay.

Particular Provisions

Clause 54 – One dwelling on a lot

25. This clause applies as the development is for the extension of a dwelling on a lot under 500sqm. The provision includes 19 performance standards with objectives that are broken down into headings of Neighbourhood Character, Site Layout and Building Massing, Amenity Impacts, On-site Amenity and Facilities, and Detailed Design. A development should meet all the standard and must meet all the objectives of the provision.

General Provisions

Clause 65 – Decision guidelines

26. The Decision Guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. The Responsible Authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.

27. Amongst other things, the Responsible Authority must consider the relevant Municipal Planning Strategy and the Planning Policy Frameworks, as well as the purpose of the Zone, Overlay or any other Provision.

Planning Policy Framework (PPF)

Clause 15.01-1S – Urban design

28. The objective of this clause is '*to create urban environments that are safe, healthy, functional and enjoyable and provide good quality environments with a sense of place and cultural identity*'.

29. A relevant strategy includes *'require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate'.*

Clause 15.01-2S – Building Design

30. The objective of this Clause is:

(a) To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

31. Relevant strategies include:

(a) Require a comprehensive site analysis as the starting point of the design process.

(b) Ensure the site analysis provides the basis for the consideration of height, scale and massing of new development.

(c) Ensure development responds and contributes to the strategic and cultural context of its location.

(d) Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Clause 15.01-5S – Neighbourhood Character

32. The objective of this Clause is:

    (a) To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

    (b) Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:

        (i) Pattern of local urban structure and subdivision.

        (ii) Underlying natural landscape character and significant vegetation.

        (iii) Heritage values and built form that reflect community identity.

Clause 15.03-1S – Heritage conservation

33. The objective of this clause is *to ensure the conservation of places of heritage significance*.

34. Relevant strategies include:

    (a) Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

    (b) Encourage appropriate development that respects places with identified heritage values.

    (c) Retain those elements that contribute to the importance of the heritage place.

    (d) Encourage the conservation and restoration of contributory elements of a heritage place.

    (e) Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Clause 21.05-1 – Heritage

35. The relevant objective and associated strategies of this clause are as follows:

    (a) To protect and enhance Yarra's heritage places.

        (i) Conserve, protect and enhance identified sites and areas of heritage significance including pre-settlement ecological heritage.

        (ii) Support the restoration of heritage places.

        (iii) Protect the heritage skyline of heritage precincts.

        (iv) Protect the subdivision pattern within heritage places.

        (v) Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.

        (vi) Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02.

Clause 21.05-2 – Urban design

36. The relevant objectives and associated strategies of this clause are as follows:

    (a) *To reinforce the existing urban framework of Yarra.*

        (i) *Maintain and strengthen the preferred character of each Built Form Character Type within Yarra.*

    (b) *To retain, enhance and extend Yarra's fine grain street pattern.*

        (i) *Enhance the amenity of laneways by applying the Development Abutting Laneway policy at Clause 22.07.*

Clause 21.08-8 – North Fitzroy

37. This clause sets out the locally specific implementation of the objectives and strategies for Yarra's neighbourhoods. The subject site is located within the *'North Fitzroy'* neighbourhood, and is identified as having the 'Heritage Overlay' Built Form Character Type. The specific objective for this built form character is to *ensure that development does not adversely affect the significance of the heritage place*.

38. This clause also sets out that the implementation of built form strategies in Clause 21.05 includes *supporting development that maintains and strengthens the preferred character of the relevant Built Form Character Type.*

Relevant Local Policies

39. The local policies relevant to this application are as follows:

(a) Clause 22.02 – Development guidelines for sites subject to the heritage overlay;

(b) Clause 22.07 – Development abutting laneways;

(c) Clause 22.16 – Stormwater Management (Water Sensitive Urban Design).

Clause 22.02 – Development guidelines for sites subject to the heritage overlay

40. This policy applies to all land within a Heritage Overlay. The relevant objectives of this policy are:

(a) To conserve Yarra's natural and cultural heritage.

(b) To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.

(c) To retain significant view lines to, and vistas of, heritage places.

(d) To preserve the scale and pattern of streetscapes in heritage places.

(e) To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.

(f) To ensure the adaption of heritage places is consistent with the principles of good conservation practice.

(g) To ensure that additions and new works to a heritage place respect the significance of the place.

(h) To encourage the retention of 'individually significant' and 'contributory' heritage places.

Clause 22.07 – Development abutting laneways

41. This policy applies to applications for development that is accessed from a laneway or has laneway abuttal. The relevant objectives of this policy are:

(a) To provide an environment which has a feeling of safety for users of the laneway.

(b) To ensure that development along a laneway acknowledges the unique character of the laneway.

(c) To ensure that where development is accessed off a laneway, all services can be provided to the development.

(d) To ensure that development along a laneway is provided with safe pedestrian and vehicular access.

Clause 22.16 – Stormwater Management (Water Sensitive Urban Design)

42. This policy applies to applications for extensions to existing buildings which are 50 square metres in floor area or greater. The relevant objectives of this policy are:

(a) To achieve the best practice water quality performance objectives set out in the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999 (or as amended). Currently, these water quality performance objectives require:

(i) Suspended Solids – 80% retention of typical urban annual load.

(ii) Total Nitrogen – 45% retention of typical urban annual load.

(iii) Total phosphorus – 45% retention of typical urban annual load.

(iv) Litter 70% reduction of typical urban annual load.

(b) To promote the use of water sensitive urban design, including stormwater re-use.

(c) To mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design for new development.

(d) To minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies, including creeks, rivers and bays.

(e) To reintegrate urban water into the landscape to facilitate a range of benefits including microclimate cooling, local habitat and provision of attractive spaces for community use and well being.

Advertising

43. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 16 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 8 objections, the grounds of which are summarised as follows:

    (a) design (height, scale, bulk, character);

    (b) heritage

    (c) amenity (off-site, overlooking, visual bulk, overshadowing, loss of light);

    (d) errors of surrounding site context depicted within the supplied plans.

44. The Section 57A amended plans dated 20 November 2020 to correct the site context of number 8 Taylor Street, increase the setback of southern garage wall and increase the width of the garage to the east were not re-advertised under the provisions of Section 57B of the Planning and Environment Act (1987) as the amendments were granted a discretionary exemption at Council's Development Assessment Panel meeting held on 24 November 2020 as it was considered that the changes would not result in any material detriment to any persons. Whilst the plans were not formally re-advertised, the plans however, have been uploaded to Council's website, with a summary of changes and link to the website included in the invitations sent to the objectors for this PDC meeting.

Referrals

45. The referral comments obtained from Council's Heritage Advisor are based on the advertised plans dated 23 June 2020. Updated comments following the receipt of the Section 57A Plans were not obtained given the minimal variation.

46. Updated comments from Council's Engineering Unit were obtained on 23 November 2020 following the submission of the Section 57A amended plans.

External Referrals

47. The application was not required to be referred to any external authorities under the provisions of the Scheme

Internal Referrals

48. The application was referred to the following units within Council:

    (a) Heritage Advisor

(b) Engineering Unit

49. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

50. The primary considerations for this application are as follows:

(a) Clause 54 – One dwelling on a lot

(b) Heritage

(c) Development abutting laneways

(d) Objector concerns

Clause 54 – One dwelling on a lot

51. As detailed earlier in the report, Clause 54 comprises 19 design objectives and standards to guide the assessment of new residential development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. The following objectives are not relevant to this application:
(a) A2 – Integration with the street objective – No change proposed;
(b) A3 – Street setback objective – No change;
(c) A8 – Significant Trees – None affected
(d) A18 – Solar access to open space objective – Does not apply to dwelling extensions

52. The remaining objectives and standards are assessed in detail below:

A1 – Neighbourhood character objective

53. The immediate streetscape character is diverse, with a variety of dwelling designs, varying in height and setbacks. Predominantly, these dwellings are single and double storey period dwellings, with modern infill development also present. Number 7 Taylor Street to the immediate west also provides an example of a visible first floor addition within the streetscape.

54. The proposed addition will be in keeping with the character of the area. The addition is generally consistent with the character of the area in terms of a modern rear addition. Two storey construction to the rear is not uncommon in the area, and the proposed design responds to the sensitive interface to the south to ensure there will be no unreasonable offsite amenity impacts (as detailed further below). Further discussion regarding heritage character is provided within the Heritage Assessment. The objective is met.

A4 – Building height objective

55. The proposed dwelling will have a maximum overall height of 6.55m, which complies with the 9m maximum required by the standard. The objective is met.

A5 – Site coverage objective

56. The proposed dwelling will have an overall site coverage of approximately 62%, which does not comply with the 60% maximum required by the standard. A variation is considered to be acceptable in the site's inner city context, where small lot sizes and higher levels of site coverage are common.

A6 – Permeability objectives

57. The proposed dwelling will incorporate permeable surfaces totalling approximately 31% of the site, compliant with the 20% minimum required by the standard.

58. Additionally, the proposal incorporates a 3,000L underground rainwater tank connected to toilets for flushing (annotated on the basement plan) and a 2sqm raingarden. This will achieve a STORM rating of 100%, compliant with the requirements of Clause 22.16 (Storm Water Management - Water Sensitive Urban Design). The objectives are met.

A7 – Energy efficiency protection objectives

59. Overall, the proposal will achieve an appropriate level of energy efficiency, consistent with the objective of the standard. The dwelling will achieve adequate levels of natural lighting through the proposed northern, eastern and southern windows. These additions will reduce the reliance on artificial lighting.

The plans submitted also demonstrate that all habitable rooms are fitted with operable windows or doors to allow for effective natural cross ventilation. There are no west facing windows at first floor whilst the proposed first floor north facing windows are restrained in size, these features will assist to restrict heat transfer.

60. There are no solar panels associated with the immediately surrounding dwellings, as such, the proposal will not diminish the productivity of any neighbouring solar energy services.

A10 – Side and rear setbacks objective

61. The proposed ground and first floor of the addition will be setback from the northern, eastern and southern boundaries as shown in the table below:

Standard A10 Table					
Proposed Wall	Wall height (m)	A10 Setback (m)	Proposed setback (m)	Difference	Compliance
Southern Wall (Ground Floor)	3.22	1.00	1.04	0.03	Yes
Northern Wall (Ground Floor Study/Bathroom)	3.40	1.00	1.40	0.40	Yes
Northern Wall (Ground Floor Dining Room)	3.10	1.00	6.63	5.63	Yes
Northern Wall (Ground Floor Garage)	3.33	1.00	7.30	6.30	Yes
Eastern Wall (Ground Floor Living Room)	3.25	1.00	10.70	9.70	Yes
Eastern Wall (Ground Floor Dining)	3.29	1.00	5.83	4.83	Yes
Southern Wall (First Floor - Below Roof Rake)	4.75	1.35	1.62	0.27	Yes

Southern Wall (First Floor - Highest Point of Rake)	6.05	1.74	2.80	1.07	Yes
Northern Wall (First Floor excl. stairwell)	6.30	1.81	5.05	3.24	Yes
Northern Wall (Stairwell)	6.26	1.80	1.40	-0.40	No
Eastern Wall (First Floor Void)	6.30	1.81	10.70	8.89	Yes
Eastern Wall (First Floor Rumpus)	6.30	1.81	1.50	-0.31	No

62. As shown in the table above, the proposed addition will be set back from the southern title boundaries to comply with the standard. There are non-compliances with regards to the proposed northern stairwell and the eastern setback of the first floor Rumpus room. These are discussed in turn below.

North Wall

63. The northern stairwell wall will be set back from the northern boundary by 1.4m, which will not comply with the 1.8m minimum required by the standard. Given this wall will abut the laneway to the north, with the outbuildings of dwellings fronting Miller Street beyond, a variation is considered to be acceptable from an amenity perspective. The SPOS of the dwellings located on the southern side Miller Street are separated from the proposed built form by the existing outbuildings and laneway. The combined 10m setback will ensure there are no adverse amenity impacts to the properties to the north of the laneway.

East Wall

64. The eastern first floor rumpus room wall is setback from the eastern boundary (behind the proposed balustrade) by 1.5m, which would not comply with the 1.81m minimum required by the standard. Given this wall will abut the rear laneway to the rear, a variation is considered to be acceptable from an amenity perspective. The nearest sensitive interface is the Secluded Private Open Space (SPOS) of No. 579 Rae Street on the opposite side of the 3.3m wide laneway. The combined 4.8m setback will ensure there are no adverse amenity impacts to the dwelling to the east of the laneway.

65. Within the context of the site surrounds and the existing inner urban character, comprising high levels of built form and minimal side and rear setbacks, the proposal is considered an acceptable outcome from a character perspective.

A11 – Walls on boundaries objective

66. The proposal incorporates walls on both the southern, eastern and northern boundaries, as shown in the table below:

Standard A11 Table					
Boundary	Proposed total length	Maximum length requirement	Proposed height	Maximum height requirement	Complies?
North	5.77m	15.41m	6.3m	3.6m overall / 3.2m average	No (height)
South	3.88m	16.17m	2.9m	3.6m overall / 3.2m average	Yes
East	4.3m	10.55m	5.22m (including privacy screen)	3.6m overall / 3.2m average	No (height)

North

67. The proposed wall along the northern boundary of the site will result in a total wall length along this boundary of 5.77m, which complies with the 15.41m maximum allowed by the standard. The wall will be 6.4m in height, which will exceed the 3.6m maximum (and 3.2m average) of the standard. A variation is considered acceptable given the wall will abut the laneway and outbuildings of dwellings fronting Miller Street and will not directly abut any sensitive interfaces such as SPOS or habitable room windows. As such, the wall will not result in any unreasonable offsite amenity impacts. Furthermore, built form on boundaries is common along throughout the precinct, and the proposal is therefore consistent with the character of the surrounding area. The objective is met.

East

68. On-boundary construction associated with the rear garage and first floor privacy screen will consist of a 4.3m long, 5.22m high wall. The wall is considered an acceptable variation to the standard given that the wall abuts the rear laneway and does not have any direct interfaces with areas of SPOS or habitable room windows whilst it is acknowledged that the SPOS of 579 Rae Street is located the on the opposite side of the 3.3m laneway, this distance is considered an acceptable separation. The variance in materials between the rear roller door, brick wall and timber batten screen will assist in breaking up the mass of the wall. High levels of boundary wall construction are evident throughout the surrounding streetscape and broader inner urban context of the subject site. As such, it is considered that the addition will be in keeping with the neighbourhood character and would not result in any unreasonable visual bulk impacts.

A12 – Daylight to existing windows objective

69. The proposed southern wall of the dwelling will be located opposite five north facing habitable room windows of No. 8 Taylor Street. These ground floor windows are set back from the shared boundary by approximately 1.28m.

70. Pursuant to Clause 54.04-3, Standard A12 states:

(a) *Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3 square metres and minimum dimension of 1 metre clear to the sky*. ***The calculation of the area may include land on the abutting lot***.

(b) *Walls or carports more than 3 metres in height opposite an existing habitable room window should be set back from the window at least 50 per cent of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window.*

(c) *Where the existing window is above ground floor level, the wall height is measured from the floor level of the room containing the window***.**

71. Compliance with the requirements of the standard is shown in the table below;

Standard A12 Table						
Proposed Wall	Opposite window	Wall height (m)	A12 Setback (m)	Proposed setback (m)	Difference	Compliance
Southern Wall Ground Floor	North Facing Windows of 8 Taylor Street	3.100	1.550	2.243	0.693	Yes
Southern Wall First Floor (below rake)	North Facing Windows of 8 Taylor Street	4.63	2.32	2.82	0.51	Yes
Southern Wall First Floor (top of rake)	North Facing Windows of 8 Taylor Street	6.19	3.10	3.78	0.69	Yes

72. The table above demonstrates that the proposal is complaint with regards to the ground floor windows of 8 Taylor Street.

A13 - North facing windows objective

73. The proposal seeks to construct a 3.1m – 6.19m high wall setback between 1.01m and 2.73m from the southern boundary. This will impact the five north facing habitable room windows of No. 8 Taylor Street.

74. Pursuant to Clause 54.04-4 (North Facing Windows Objective) Standard A13 is applicable to a north-facing habitable room window of an existing dwelling within 3 metres of a boundary on an abutting lot. The Standard requires a building should be setback from the boundary 1 metre, plus 0.6 metre for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres, for a distance of 3 metres from the edge of each side of the window.

75. As demonstrated within the below diagram, the proposal has been designed with a rake to the southern first floor roof form to comply with the requirements of Standard A13.

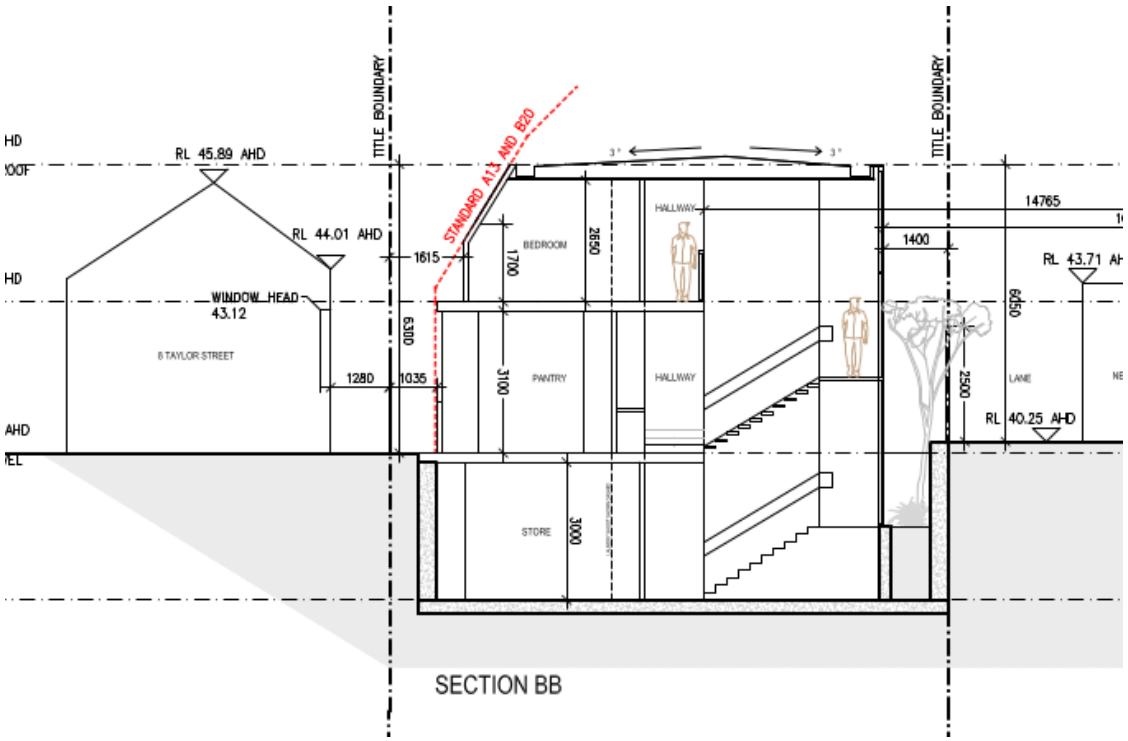


Image 5: A cross-section of the proposed development with the setback requirements of Standard A13 shown in red.

A14 – Overshadowing open space objective

76. Pursuant to Clause 54.04-5, Standard A14 states;

(a) Where sunlight to the secluded private open space of an existing dwelling is reduced, at least 75 per cent, or 40 square metres with minimum dimension of 3 metres, whichever is the lesser area, of the secluded private open space should receive a minimum of five hours of sunlight between 9 am and 3 pm on 22 September.

(b) If existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.

77. Given the existing extent of built form within the immediate area, the dwelling to the south at No. 8 Taylor Street does not presently comply with the above requirements of the standard. Therefore, any increase in overshadowing from the proposed development will not comply with Standard A14.

78. As demonstrated in the submitted shadow diagrams and table below, the proposed development will increase the extent of current overshadowing to the southern area of SPOS associated with the dwelling to the south (No. 8 Taylor Street) between the hours of 9am - 11am. As such, the proposal does not comply with the requirements of Standard A14.

Table 4: Overshadowing

Overshadowing impact to adjoining SPOS 8 Taylor Street (22m²)							
Time	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM
Additional Shadow	1.5m² (7%)	2.3m² (11%)	1.1m² (5%)	0m² (0%)	0.m² (0%)	0m² (0%)	0m² (0%)
Remaining Area of SPOS with	0.14m²	0.82m²	5.54m²	9.24m²	6.5m²	2.11m²	0.07m²

sunlight access							

79. Under the existing conditions, the SPOS of 8 Taylor Street has limited access to direct sunlight, this is due to current dimensions and the location of the SPOS being located between the existing dwelling, outbuilding and boundary fence. Whilst the proposal will increase the extent of overshadowing during the morning hours, the extent of additional overshadowing will be relatively minor. A maximum of 2.3sqm (approximately 11%) of the SPOS is affected at 10:00am. The extent of additional overshadowing is reduced at 11:00am to 1.1sqm and from 12:00pm there is no additional overshadowing from the current conditions. Langdon Street Reserve is located approximately 130m to the west proving additional open space for outdoor recreational needs. Given the inner urban context of the site characterised by high levels of built form, narrow lots and high levels of overshadowing, the proposal is considered an acceptable variation to the standard.

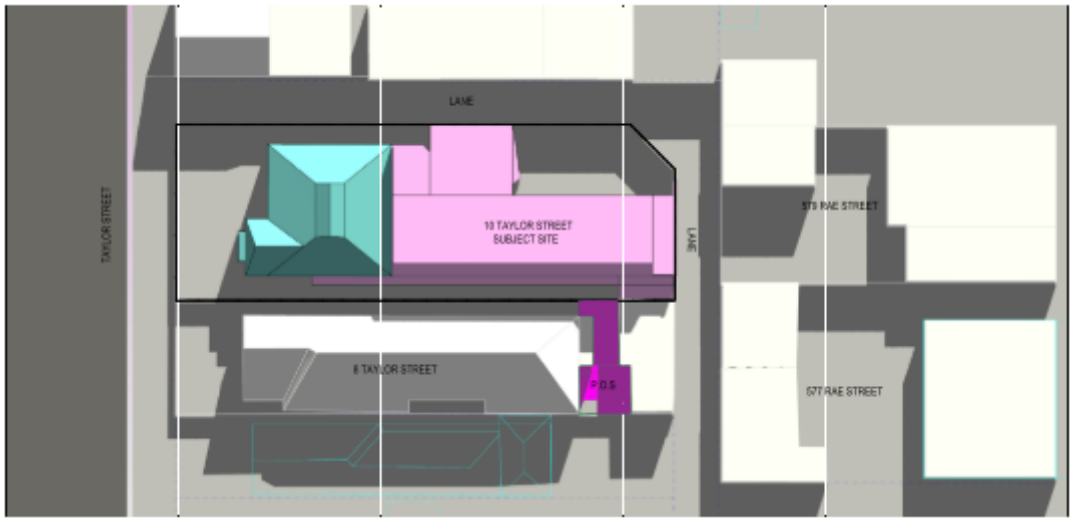


Image 6: Proposed overshadowing at 9:00am

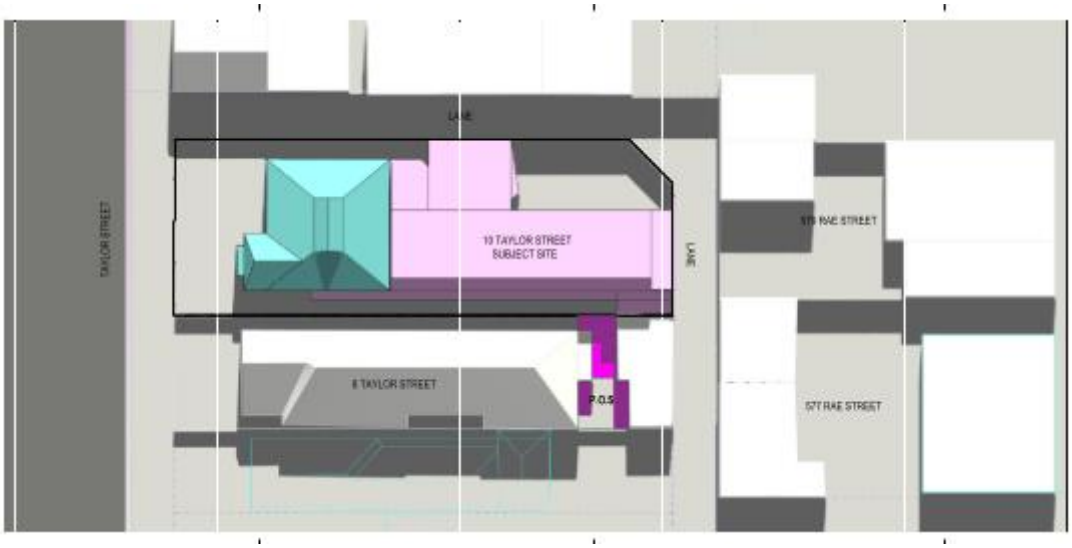


Image 7: Proposed overshadowing at 10:00am

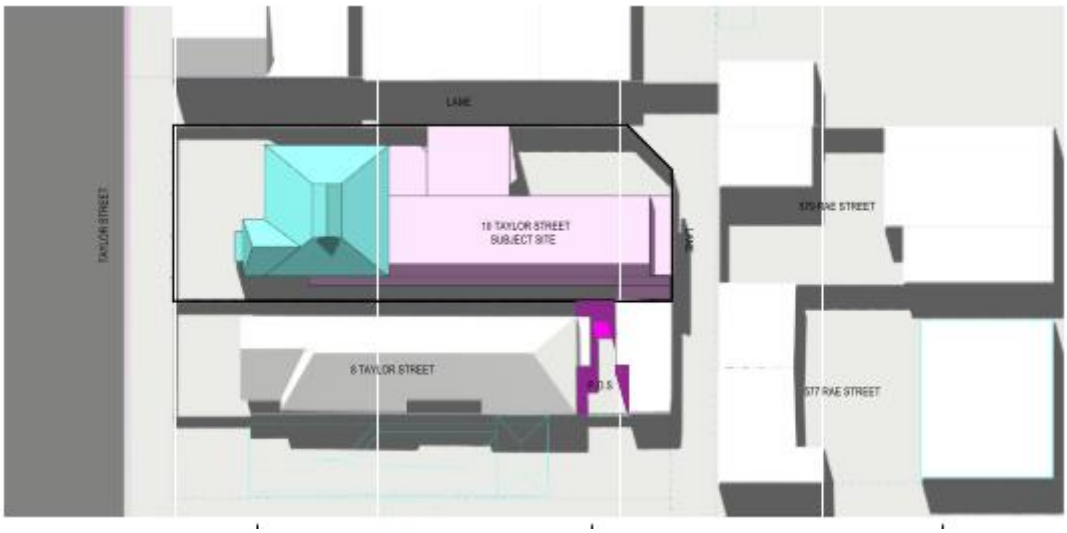


Image 8: Proposed Overshadowing at 11:00am

A15 – Overlooking objective

80. Pursuant to the requirements of Standard A15 (Overlooking) a habitable room window, balcony, terrace, deck or patio should be located and designed to avoid direct views into the secluded private open space and habitable room windows of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio. Views should be measured within a 45 degree angle from the plane of the window or perimeter of the balcony, terrace, deck or patio, and from a height of 1.7 metres above floor level.

81. A habitable room window, balcony, terrace, deck or patio with a direct view into a habitable room window of an existing dwelling within a horizontal distance of 9 metres (measured at ground level) of the window, balcony, terrace, deck or patio should be either:

- offset a minimum of 1.5 metres from the edge of one window to the edge of the other, or
- have sill heights of at least 1.7 metres above floor level, or
- have fixed, obscure glazing in any part of the window below 1.7 metres above floor level, or
- have permanently fixed external screens to at least 1.7 metres above floor level and be no more than 25 per cent transparent.

82. The proposed addition will incorporate windows and doors at ground and first floor, as well as a first floor balcony that could provide potential overlooking opportunities. The proposed ground floor dining, living and kitchen windows look out to the rear yard, where the proposed fences provides a visual barrier above 1.8m in height. Given the finished floor level of these rooms are below 0.8m (at 0.25m) above natural ground level with proposed minimum 2m high boundary fences (as shown by the dotted line on the elevations), the standard does not apply to these windows. A condition will however require that the southern boundary fence height is annotated on the ground floor plans and to be a minimum of 1.8m high where opposite and to 45 degrees both sides of the proposed kitchen and dining room windows.

83. The proposed first floor southern bedroom windows will be screened to a height of 1.7m from the internal finished floor level with timber batten screens. The permeability of the screens is however noted on the elevations as 33%. To ensure compliance with the requirements of Standard A15, a condition of the permit will require the screens are a maximum of 25% permeable.

84. The east facing Rumpus window and balcony will also be screened to 1.7m from the internal finished floor level, to the east and south, restricting views to the adjoining areas of SPOS. The materiality of the screen will vary, being brick to the south and timber batten to the east, the permeability of the timber battens has not been shown on the plans and will be conditioned to be a maximum of 25% as per the requirements of Standard A15.

85. To the north of the Rumpus balcony the proposal appears to utilise clear glazing. As demonstrated in the image below views to the SPOS of the dwelling to the north may be obtainable. A condition of the permit will subsequently require the proposal demonstrate compliance with the requirements of Standard A15.

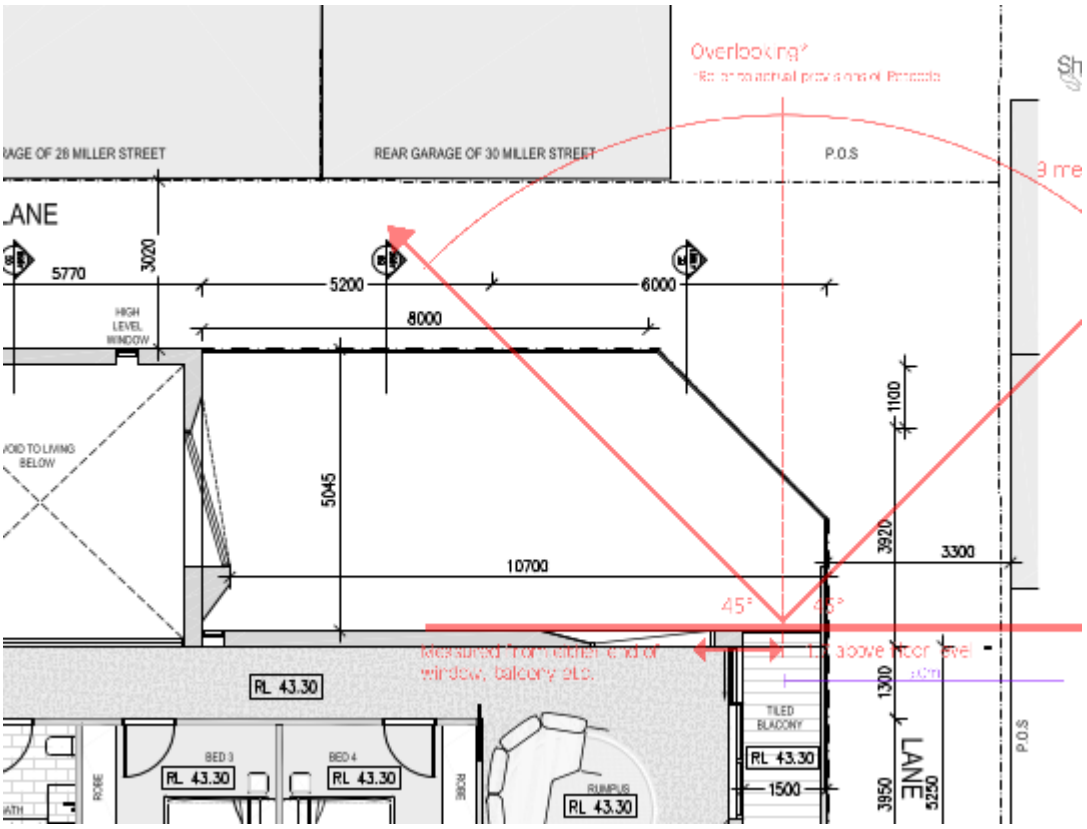


Image 6: potential overlooking from the north of the first floor balcony to the adjacent SPOS of the dwelling to the north.

86. Similarly the first floor northern rumpus window is untreated and may have views to the northern SPOS. Whilst the applicant has provided a sectional diagram (Section EE) demonstrating there will be no views, the diagram has been drawn from the incorrect standing height (showing 1.6m as opposed to 1.7m), does not show the height of the adjoining boundary fence and shows the view line to the ground of the SPOS rather than a height of 1.7m above the SPOS (height in which views of outdoor activity can readily occur). Whilst it remains likely that the existing boundary fence will limit views, a condition of the permit will require that compliance with the requirements of Standard A15 is demonstrated with any additional screening measure required shown on the plans.

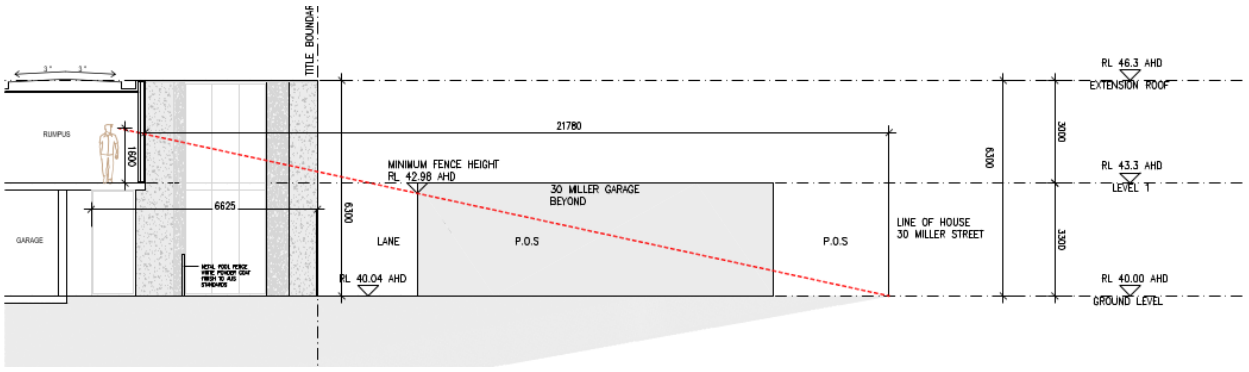


Image 7: the supplied Section EE

87. Subject to the conditions outlined above the proposal will achieve full compliance with the requirements of the Standard.

A16 – Daylight to new windows objective

88. The proposed dwelling addition incorporates habitable room windows that will all be clear to the sky for an area of over 3sqm, and with a minimum dimension of over 1m, which complies with the requirements of the standard.

A17 – Private open space objective

89. The proposed dwelling incorporates approximately 155sqm of POS, including 53sqm of secluded POS within the rear yard, and a 7.5sqm at the first floor balcony. Compliant with the 40sqm total minimum requirement and 25sqm minimum single secluded POS area requirement of the standard. The main area of secluded POS will have a minimum dimension of 6.62m (compliant with the minimum 3m requirement) and will be easily accessible from the main living areas. The standard and objective are met.

A20 – Front fences objective

90. The proposal seeks to incorporate a 1.2m high, timber picket fence. The design of the fence is simplistic and is considered compliant with the requirements of Standard A20.

Heritage

91. This assessment will be based on the decision guidelines of Clause 43.01-8 and the heritage policy of Clause 22.02.

Demolition

92. As previously identified, the existing dwelling has had significant demolition works undertaken prior to obtaining a permit and it was purchased by the current owner as essentially a street façade wall, with some remnant side and internal walls and remnant brick fireplaces / chimney breasts.

93. The proposed removal of the rear garage, shed and front and side fences is supported by heritage policy at Clause 22.02-5.1, as these features are not original elements and do not contribute to the significance of the precinct.

94. The remaining demolition to the includes elements of the original dwelling including the removal of the front porch, remaining weatherboard side walls and associated windows, remaining internal walls, out-house, floor slab and fireplaces/chimney bases.

95. Clause 22.02-5.1 of the Yarra Planning Scheme states (with relevant considerations underlined) states:

Removal of Part of a Heritage Place or Contributory Elements

Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.

Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:

(a) That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).

(b) For a contributory building:

(i) that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or

(ii) the removal of the part would not adversely affect the contribution of the building to the heritage place.

96. Council's Heritage Advisor noted that the remaining dwelling was in poor condition and was supportive of the extent of demolition stating;

> *"The fabric behind the facade is in poor condition and of low integrity, having undergone significant change during the demolition work.*
>
> *Considering the condition and integrity of the remaining internal and side fabric, the proposed extent of demolition behind the façade is acceptable. Salvage of the brick from the fireplaces and chimney breasts for use as part of the new chimneys is supported*
>
> *While sympathetic in style, the porch slab, posts and awning are not original elements and their removal is supported in light of reinstatement and restoration works. The mini orb sheet metal to the awning is likely to be earlier fabric than the porch awning, however it is in poor condition and unlikely to be functioning correctly as part of the drainage system. Removal is supported*"

97. Overall, the proposed demolition is supported and will not adversely impact the heritage significance of the heritage precinct

Additions

98. The proposed ground and first floor addition to the dwelling will be respectful of the character and rhythm of the streetscape as well as articulated and massed to correspond with the form of the existing dwelling. Additionally, the contemporary materials proposed will ensure that the addition will be clearly distinguishable from the original historic fabric of the dwelling.

99. The height of the proposed addition at 6.55m is compliant with the 'envelope' created by projected sight lines in Figure 2 of Clause 22.02-5.7.1. Furthermore the proposed works are setback 15.16m from the street, ensuring that the full original form can be reconstructed. This 15.16m setback generally exceeds that of other existing first floor additions evident throughout the area such as the setback of No. 7 Taylor Street directly opposite the subject site at 9.8m, No. 556 Rae Street at 12m and No. 42 Clauscen Street at 11.3m.

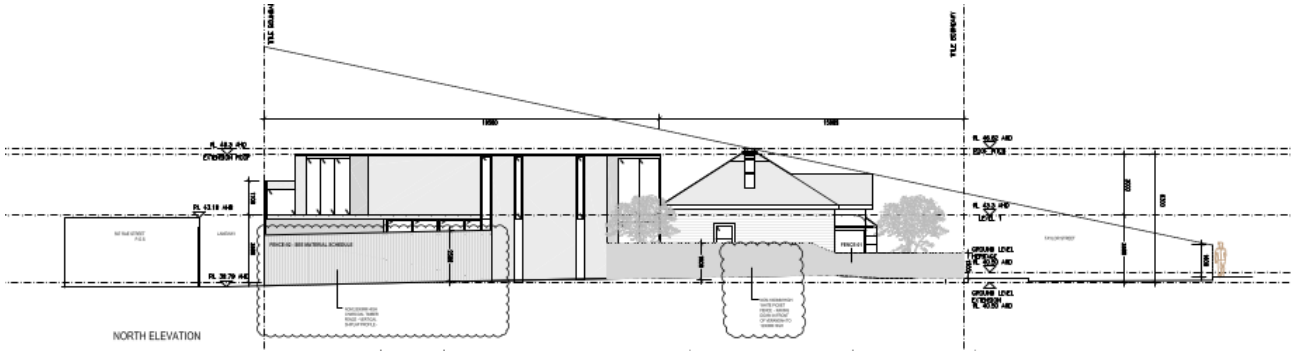


Image 8: Diagram demonstrating compliance with Figure 2 of Clause 22.02-5.7.1

100. Whilst the addition will be visible from the principal street from oblique angles, the addition incorporates a setback and rake to south. This will assist in breaking up the mass of the addition, ensuring the addition will not dominate the original heritage dwelling.

101. Council's Heritage Advisor was supportive of both the height and setbacks of the proposed addition stating;

> *"The proposed front setback at the upper floor level sits comfortably back from the sightline requirements for contributory dwellings (refer Fig 2) and is acceptable.*
>
> *Given the setback, the proposed scale and height of the ground and first floor addition is acceptable."*

102. Council's Heritage Advisor was also supportive of the proposed flat roof form noting*;*

> "*The proposed roof form of the ground and first floor rear addition is flat but is adequately separated from the original dwelling. The roof form will not visually dominate the proposed hipped form of the primary dwelling or the setting of any neighbours. The roof form is supported."*

Materials and Appearance

103. *The* proposal seeks to adopt *a* contemporary design approach for the proposed new building at the rear. Council's Heritage Advisor was supportive of the proposal stating;

> *"This approach is not unacceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, proportions and fenestration."*

104. The proposed external materials for the new development are weatherboard, Colorbond cladding, spotted gum timber and glazed aluminium framed windows. The predominant external materials in the street are weatherboard, galvanised corrugated iron, face brick and timber.

105. The proposed materials of timber, masonry and corrugated metal will be sympathetic to the surrounding heritage fabric and are considered appropriate.

106. Council's Heritage Advisor was supportive of the materials and design of the proposed rear addition stating;

> *"The window proportions to the extension are supported.*
>
> *The proposed appearance is acceptable given the setback of the contemporary style addition from the primary dwelling and non-intrusive colour palette."*

107. Council's Heritage Advisor was however not supportive of the weatherboard side walls associated with the southern elevation of the rear addition, recommending;

> *"A contrasting, but complimentary, material is used in place of weatherboards for the extension to distinguish the original building footprint from the extension."*

This is consistent with the requirements of Clause 22.02-5.7.1 which encourages additions to be distinguishable from the original historic fabric. Following discussions with the applicant a replacement material of a light coloured rendered wall was suggested. This would be considered an acceptable material as it will not detract from the original dwelling or broader heritage precinct. A condition of the permit will subsequently require the southern wall associated with the addition be constructed of a light coloured rendered wall or similar

Front Fence

108. The proposed front fence will incorporate timber pickets and will have a maximum height of 1.2m. This is consistent with the requirements of Clause 22.02-5.7.2 which requires fences to be a maximum of 1.2 metres high if solid or 1.5 metres high if more than 50% transparent (excluding fence posts). The proposed front fence will continue to allow for views to the contributory façade of the dwelling as encouraged by Clause 22.02-5.7.2. A condition of the permit will require that the fence is shown on the floor plans.

Reconstruction Works

109. The proposal seeks to partially reconstruct the original Federation dwelling. Works proposed by this application include restoration of the front façade, provision of a new roof frame and sheeting, two brick chimneys, weatherboard side walls, a new porch and verandah.

110. The reconstruction and restoration of heritage fabric is supported by policy at Clause 22.02-5.3, which seeks to encourage the restoration of a heritage place or contributory element if evidence exists to support its accuracy. In regard to reconstruction, the policy encourages works if:

> *The reconstruction will enhance the heritage significance of the heritage place*
>
> *Evidence exists to support the accuracy of the reconstruction.*

111. Given that the demolition of the original dwelling occurred only recently, there is substantial information available in the form of photographs, plans and site surveys to support an accurate reconstruction.

112. Council's Heritage Advisor has reviewed the proposed extent of works and is generally supportive of the reconstruction works, however, has provided a series of recommendations in order to achieve a historically accurate dwelling. These are detailed in the below extract from the 19 November 2020 referral report as follows;

Suggested condition	***Explanation***
Front façade restoration works to the weatherboards, windows and gable end (joinery and render) must be undertaken by a tradesperson with experience with traditional building techniques.	*Poor quality work could compromise the condition and integrity of the scarce heritage fabric remaining.*
Prepare a schedule of restoration work for the façade and integrate it with the drawings.	*A schedule of restoration work will encourage the work to be carried out appropriately.*

Salvage, repair and reuse weatherboards from the front façade. Preference repair over replacement. If replacement of any timber is required, the new weatherboards must match the width and profile of existing. Side wall weatherboards must also match the width and profile of the front façade.	*Much of the weatherboard appears to be in sound condition and can be retained/repaired.*
Retain and restore side light and fan light joinery to the front door.	*The timber joinery surrounding the door appears to be in sound condition and can be retained/repaired.*
Treatment of the render to the gable end must be carried out by hand, involving inspection and removal of loose, unfit or drummy render by hand, and replacement or patch repair as necessary with a cement of matching consistency and type (likely including lime).	*The render appears to be in sound condition. Full replacement is not supported.*
Should the barge board require replacement, the decorative diamond shapes must be reinstated on the new barge board.	*This element contributes towards the aesthetic significance of the place within the streetscape.*
The proposed colour scheme to the primary dwelling should adopt an appropriate Federation/Edwardian era colour scheme, as set out in Heritage Victoria *What house is that? A guide to Victoria's housing styles* (3rd ed.).	*The proposed extensive use of white is not in keeping with colour schemes for Edwardian/Federation era dwellings. Further, no detail is provided as to the colour scheme for decorative elements.*
Ensure that the roofing material specified for the primary roof is Heritage Grade Z600, not Colorbond. Amend plans accordingly.	*Although the material schedule specifies red coloured Heritage Grade Z600, the material specified on Plans Part 2 (page 5 of PDF) identify it as 'red coloured colour bond corrugated roof metal'.*
Provide detail on the drawings for the new verandah post and porch. Specify turned timber posts with simple decorative detail, coupled with simple timber brackets. For reference, consult: Ian Evans, 1986 [1988]. The Federation house: A restoration guide. The Flannel Flower Press, Mullumbimby NSW.	*This will assist with visually integrating the dwelling into the streetscape and is aesthetically appropriate to the dwelling itself.*
Provide detail on the drawings for the new verandah post and porch. Specify turned timber posts with simple decorative detail, coupled with simple timber brackets. For reference, consult: Ian Evans, 1986 [1988]. The Federation house: A	*This will assist with visually integrating the dwelling into the streetscape and is aesthetically appropriate to the dwelling itself.*

restoration guide. The Flannel Flower Press, Mullumbimby NSW.	
As part of the chimney reinstatement works, the new chimneys should match the location, height, materiality and profile of the former chimneys. This work should be evidenced by photographs of the building prior to demolition; these are available on Google Streetview. Amend plans accordingly to include this detail.	*Replication of original features which have photographic evidence will have a positive heritage outcome for the site.*
Replace front façade windows with an appropriate Federation style, taking into consideration materials, form and proportions. For reference, consult: Ian Evans, 1986 [1988]. *The Federation house: A restoration guide*. The Flannel Flower Press, Mullumbimby NSW.	*Opportunity exists here to replace the windows with a more period appropriate style, taking into consideration materials, form and proportions. From a heritage perspective, this will be a better outcome than the retention of the current windows.*

113. The existing level of detail supplied on the decision plans does not provide adequate information to allow for a historically accurate reconstruction. It is recommended that the applicant engage a qualified independent heritage architect to prepare the required documentation in order to ensure the building is reconstructed and restored appropriately as detailed by Council's Heritage Advisor above. As such additional information will be required as follows;

    Existing and proposed plans and elevations at the level of detail required for an authentic reconstruction (minimum scale 1:50), including but not limited to: setbacks, RL levels, pitch of roof, chimney location and details (decorative features, number of courses), size and location of openings, weatherboard and guttering profile specifics, materials, etc.

    The provision of a 'Reconstruction Methodology Report' prepared by a suitably qualified heritage consultant, outlining the process for dismantling the building, protecting contributory elements, reconstructing the building and reinstating historically accurate details including the above recommendations of Council's Heritage Advisor.

114. A condition of the permit will therefore require that these documents are submitted prior to the endorsement on any plans.

115. Overall, subject to conditions, the demolition, the addition and the proposed reconstruction respond to the decision guidelines and policy as outlined in Clause 22.02 and Clause 43.01 and is therefore supported from a heritage perspective.

<u>Development abutting laneways</u>

116. Clause 22.07 (Development abutting laneways) encourages development to respect the character of the laneway and provide a safe environment for pedestrian and vehicular users of the laneway. The proposed addition will be partially built to the eastern title boundary abutting the rear lane, and will be respectful of the scale and character of the surrounding built form in the laneway.

There are numerous examples of built form along the lane, with rear garages and outbuildings associated with dwellings fronting Taylor and Rae Streets forming the predominant character of the laneway.

117. Policy also requires that where vehicle access is proposed, that it be provided to ensure ingress and egress does not require multiple vehicular movements. Council Engineers have reviewed the supplied Section 57A plans and confirmed that the proposed garage door width at 4.3m will allow vehicles to be able to ingress/egress the garage effectively.

118. The policy also discourages doors or gates protruding into the laneway. A condition of the permit will require an annotation included on the plans confirming the garage door will not extend beyond the title boundaries.

Objector concerns

A response to objector concerns is provided below;

Impact on neighbourhood character and excessive site coverage;

119. This issue has been discussed in paragraphs 53,54 and 56

Heritage impacts

120. This issue has been discussed in paragraphs 91-115

Amenity impacts (i.e. daylight to existing windows; overshadowing; overlooking and visual bulk);

121. This issue has been discussed in paragraphs 61-87

Incorrect site context;

122. The Section 57A Amended plans submitted on 20 November 2020 were updated to reflect the correct site context of No. 8 Taylor Street., identifying all five north facing windows and correctly referencing the rear outbuilding as a studio rather than a garage.

123. The plans continue to show 26 Miller Street identified as a double storey dwelling despite being a single storey dwelling. The council officer has undertaken an assessment based on the correct site conditions, this error is subsequently of no consequence.

Conclusion

124. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

RECOMMENDATION

That the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN20/0237 for part demolition of the existing dwelling for the construction of a ground and first floor addition at 10 Taylor Street Fitzroy North generally in accordance with the plans noted previously as the “decision plans” and subject to the following conditions:

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans prepared by Kennon dated 18 November 2020 (A 003 – A 4000) but modified to show:

   (a) Existing and proposed plans and elevations of the reconstructed portion of the dwelling at a minimum scale 1:50, including setbacks, RL levels, pitch of roof, chimney location and details (number of courses), size and location of openings, weatherboard and guttering profile specifics and materials..
   (b) The location and details (permeability) of the proposed front fence.
   (c) The permeability of the timber batten privacy screens to have a maximum of 25% openings, compliant with Standard A15 (Overlooking) of clause 54.04-6 of the Yarra Planning Scheme.
   (d) Section diagrams depicting view lines taken from a height of 1.7m above finished floor level to demonstrate compliance with Standard A15 (Overlooking) of clause 54.04-6 of the Yarra Planning Scheme with regards to;
      (i) The first floor north facing Rumpus room window to the Secluded Private Open Space to the north
      (ii) The first floor balcony (northern interface) to the Secluded Private Open Space to the north.
   (e) Additional screening if required by Condition 1(d)
   (f) The southern boundary fence height annotated on the ground floor plans and to be a minimum of 1.8m high where opposite and to 45 degrees both sides of the proposed kitchen and dining room windows.
   (g) The southern wall associated with the new rear addition be constructed of a light coloured render, in place of weatherboards or an alternative material to the satisfaction of the Responsible Authority.
   (h) An annotation confirming the rear garage door will not extend beyond the title boundaries
   (i) An annotation to state that for any new internal concrete work, the finished floor levels along the edge of the slab must be 40mm above the edge of the Right of Way.
   (j) All works as detailed within the Reconstruction Methodology Report required by Condition 3.

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. The provision of a 'Reconstruction Methodology Report' prepared by a suitably qualified heritage architect, outlining the process for dismantling the building, protecting contributory elements, reconstructing the building and reinstating historically accurate details. The report to incorporate the following works/details;

   (a) Front façade restoration works to the weatherboards, windows and gable end (joinery and render) must be undertaken by a tradesperson with experience with traditional building techniques.
   (b) Salvage, repair and reuse weatherboards from the front façade. Preference repair over replacement. If replacement of any timber is required, the new weatherboards must match the width and profile of existing. Side wall weatherboards must also match the width and profile of the front façade.
   (c) Retain and restore side light and fan light joinery to the front door.
   (d) Treatment of the render to the gable end must be carried out by hand, involving inspection and removal of loose, unfit or drummy render by hand, and replacement or patch repair as necessary with a cement of matching consistency and type (likely including lime).

(e) Should the barge board require replacement, the decorative diamond shapes must be reinstated on the new barge board.
(f) The proposed colour scheme to the primary dwelling to adopt an appropriate Federation/Edwardian era colour scheme,
(g) Ensure that the roofing material specified for the roof over the original dwelling is Heritage Grade Z600.
(h) Provide detail on the drawings for the new verandah post and porch. Specify turned timber posts with simple decorative detail, coupled with simple timber brackets.
(i) As part of the chimney reinstatement works, the new chimneys to match the location, height, materiality and profile of the former chimneys. This work to be evidenced by photographs of the building prior to demolition
(j) Replace front façade windows with an appropriate Federation style, with regard to materials, form and proportions.

4. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

5. Before the development is occupied all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

6. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian entry from the laneway, must be provided within the property boundary. Lighting must be:

(a) located;
(b) directed;
(c) shielded; and
(d) of limited intensity,

to the satisfaction of the Responsible Authority

7. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

(a) at the permit holder's cost; and
(b) to the satisfaction of the Responsible Authority.

8. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm,;
(b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm; or
(c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

9. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit; or
(b) the development is not completed within four years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

This site is subject to a Heritage Overlay. A planning permit may be required for any additional external works.

Attachments

1 PLN20/0237 - 10 Taylor Street Fitzroy North - Site Location

2 PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans

3 PLN20/0237 - 10 Taylor Street Fitzroy North - Heritage Referral updated 19.11.2020

4 PLN20/0237 - 10 Taylor Street Fitzroy North - Engineering Comments

5 PLN20/0237 - 10 Taylor Street Fitzroy North -Updated Engineering Comments (in response to 57A plans

Attachment 1 - PLN20/0237 - 10 Taylor Street Fitzroy North - Site Location

SUBJECT LAND: 10 Taylor Street Fitzroy North ⇧ **North** **Subject Site**

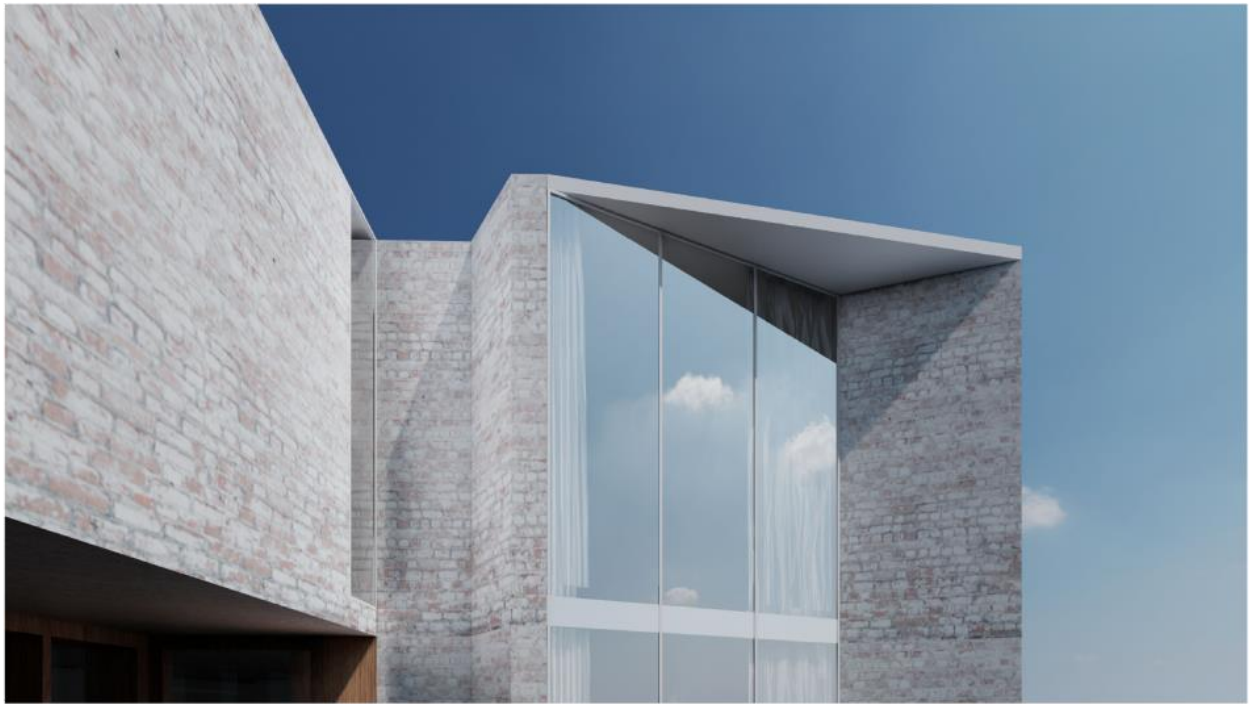
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans

1915_10 TAYLOR STREET FITZROY NORTH

TOWN PLANNING ISSUE - RFI

DRAWING LIST

A 000	DRAWING LIST		
A001	SITE CONTEXT	1:200	@ A1
A 002	SITE SURVEY	1:50	@ A1
A 003	EXISTING CONDITIONS PLAN	1:50	@ A1
A 010	DEMOLITION PLAN	1:50	@ A1
A 012	SITE COVERAGE	1:50	@ A1
A 099	BASEMENT PLAN	1:50	@ A1
A 100	GROUND FLOOR PLAN	1:50	@ A1
A 101	ROOF PLAN	1:50	@ A1
A 898	EXISTING ELEVATIONS	1:50	@ A1
A 899	EXISTING ELEVATIONS	1:50	@ A1
A 900	ELEVATIONS	1:50	@ A1
A 901	ELEVATIONS	1:50	@ A1
A 902	STREET ELEVATIONS	1:100	@ A1
A 950	SECTIONS	1:100	@ A1
A 1600	SECTION DETAIL GARAGE	1:20	@ A1
A 1601	OVERLOOKING SECTION	1:50	@ A1
A 3000	SHADOWS 9AM -10AM	1:200	@ A1
A 3001	SHADOWS 12PM -2PM	1:200	@ A1
A 3002	SHADOWS 3PM	1:200	@ A
A 4000	MATERIALS	NTS	@ A1



KENNON+

PROJECT
10 TAYLOR STREET FITZROY NORTH

CLIENT
A& M. NEWELL

DRAWING

PROJECT NO.
1915

DRAWING NO.
A 001

DRAWING PHASE
TP

REVISION
D

SCALE
PRELIMINARY
NOT FOR CONSTRUCTION

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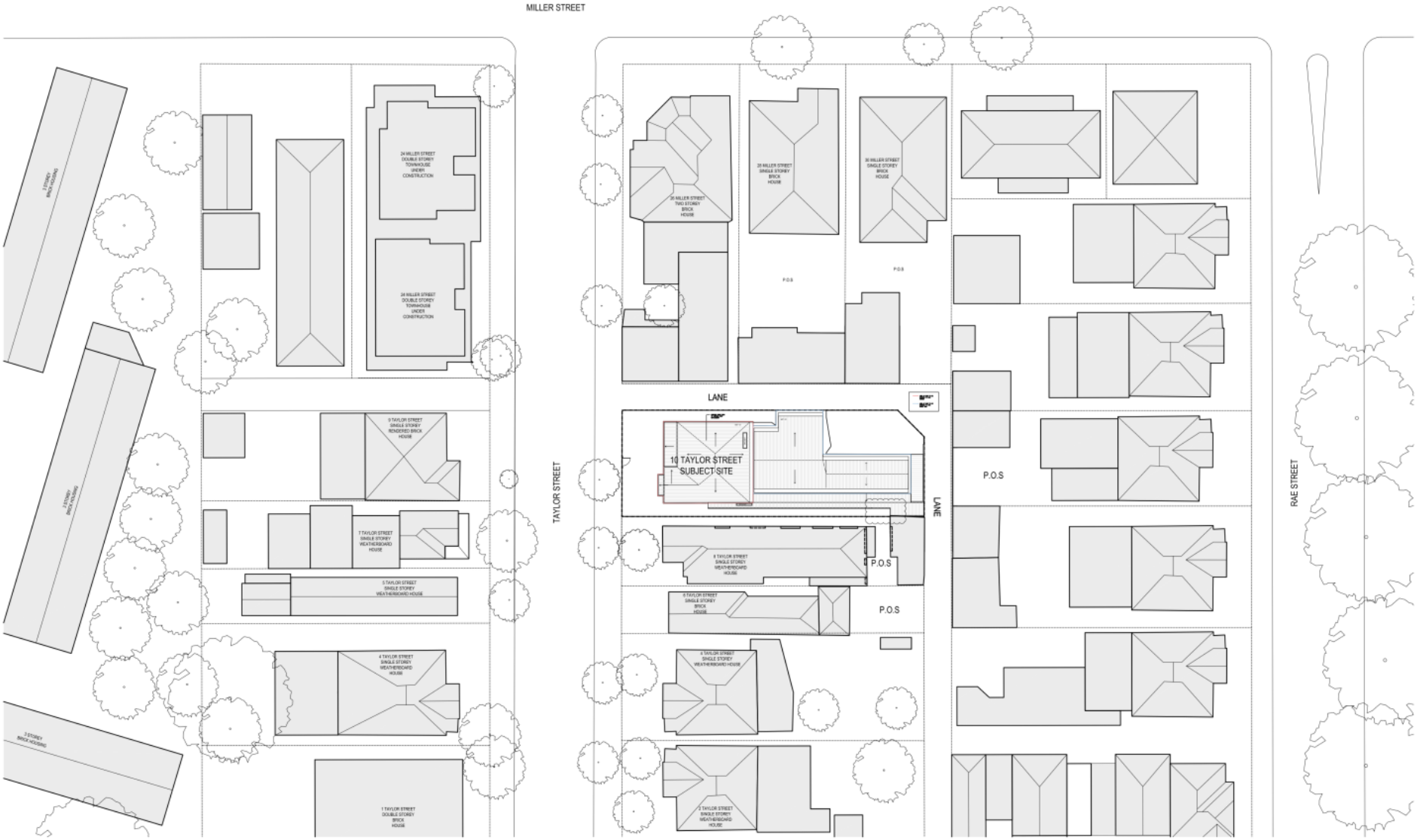
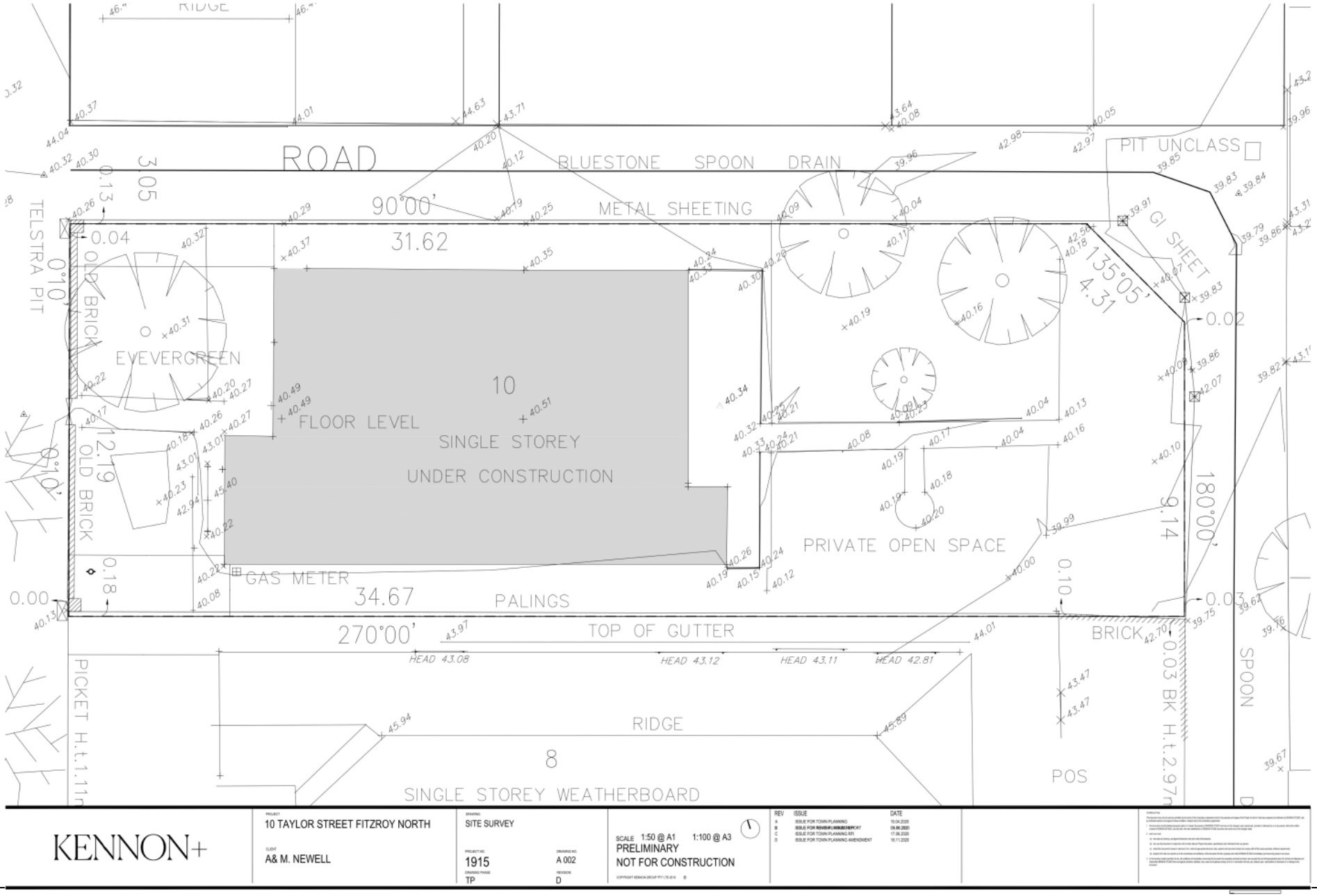
REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR REVIEW / WSUD REPORT	06.06.2020
C	ISSUE FOR TOWN PLANNING RFI	17.06.2020
D	ISSUE FOR TOWN PLANNING AMENDMENT	10.11.2020

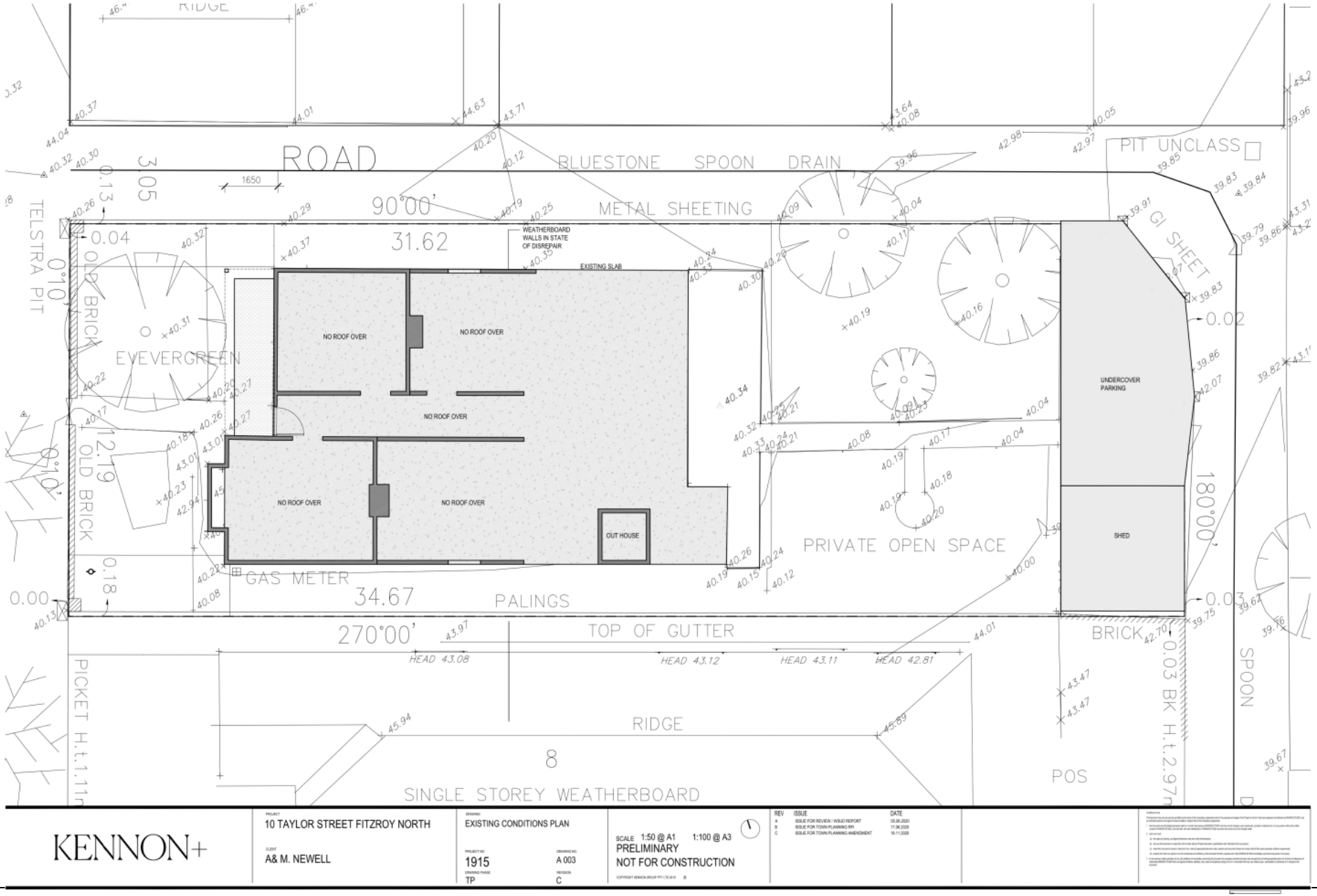
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



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PROJECT	10 TAYLOR STREET FITZROY NORTH
CLIENT	A& M. NEWELL
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PROJECT NO.	1915
DRAWING NO.	A 003
DRAWING PHASE	TP
REVISION	C
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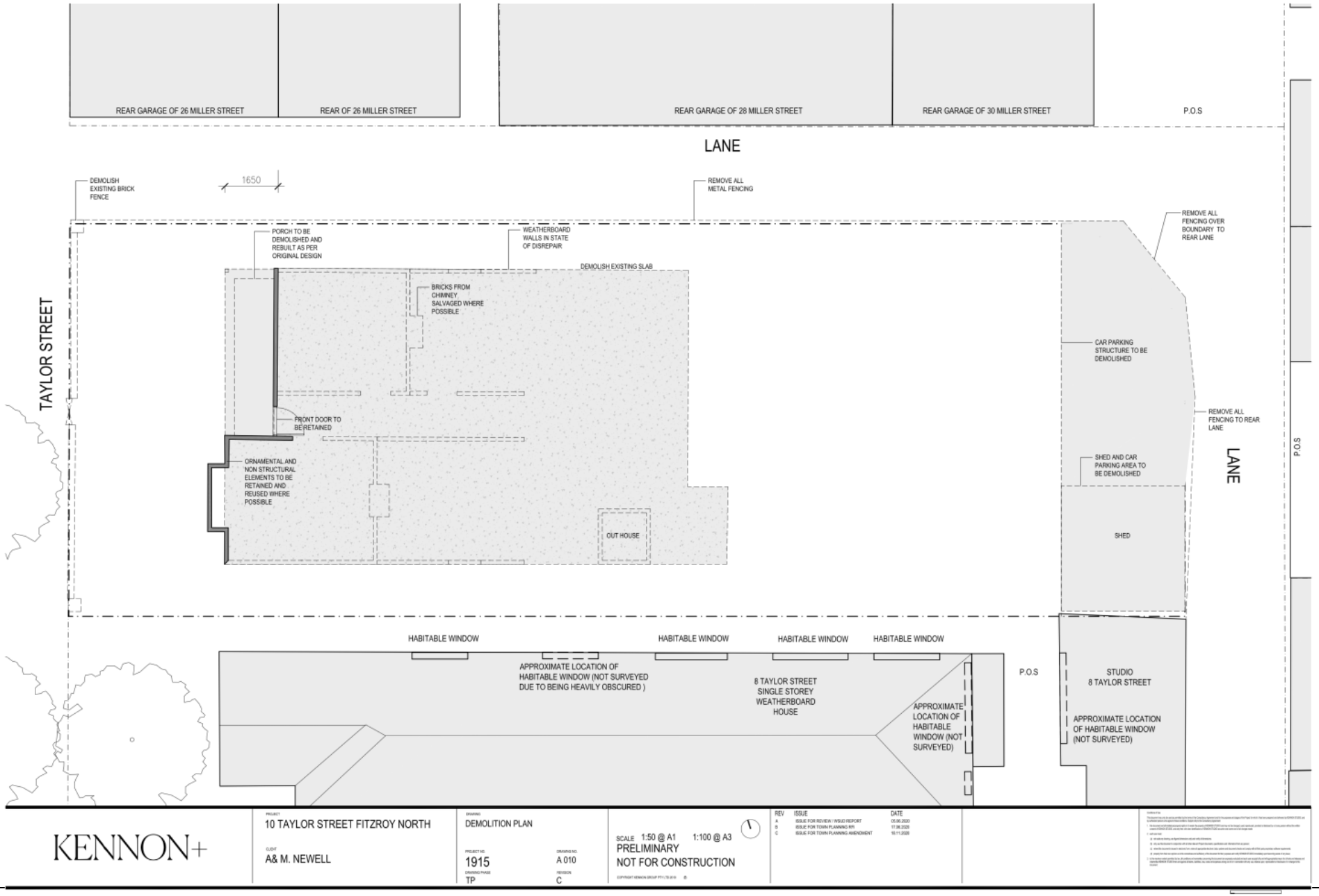
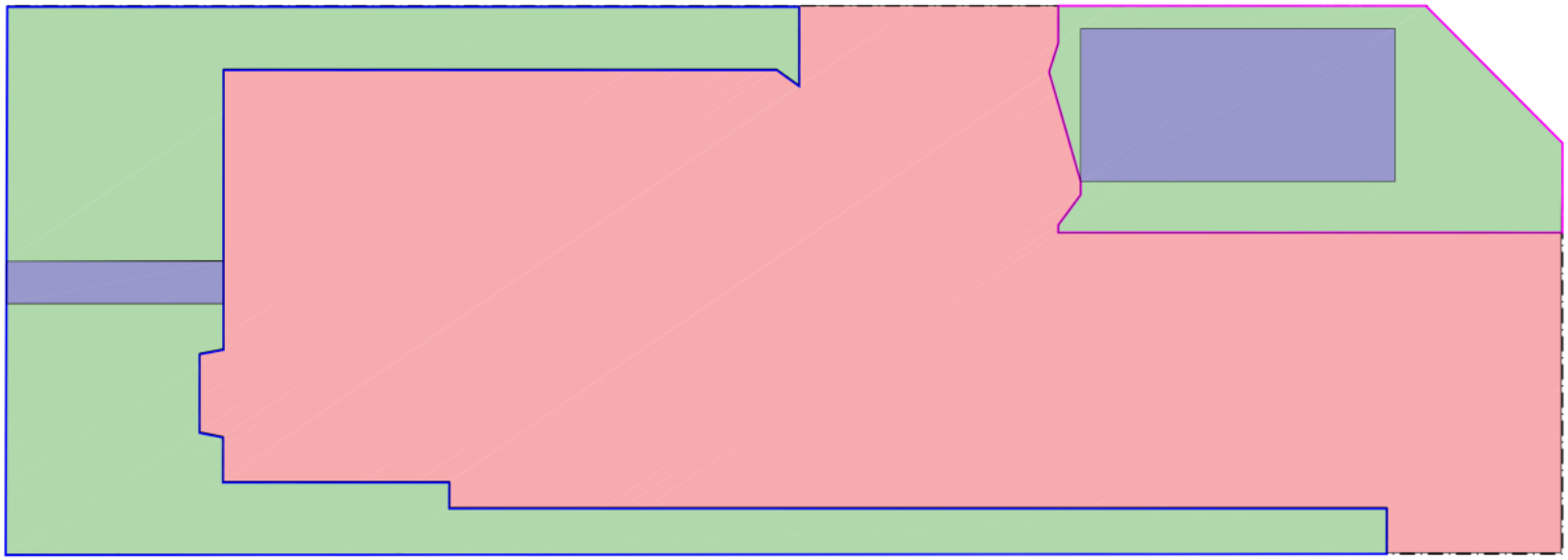
REV	ISSUE	DATE
A	ISSUE FOR REVIEW / WSUD REPORT	05.06.2020
B	ISSUE FOR TOWN PLANNING RFI	17.06.2020
C	ISSUE FOR TOWN PLANNING AMENDMENT	19.11.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



SITE AREA = 417M2

SITE COVERAGE = 260M2 (62%)

PERMEABLE P.O.S TOTAL = 128 M2 (31%)

IMPERMEABLE P.O.S = 29M2 (7%)

P.O.S TOTAL = 155M2 (37%)

TOTAL GARDEN AREA = 155M2 (37%)

SECLUDED P.O.S = 52 M2 (12%)

NON SECLUDED P.O.S = 103M2 (25%)

*All percentage calculations are a percentage of total site area

*Outdoor area covered by level 1 over hang counted towards total site coverage area

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PROJECT: 10 TAYLOR STREET FITZROY NORTH

CLIENT: A& M. NEWELL

DRAWING: SITE COVERAGE PLAN

PROJECT NO: 1915

DRAWING NO: A 012

DRAWING PHASE: TP

REVISION: D

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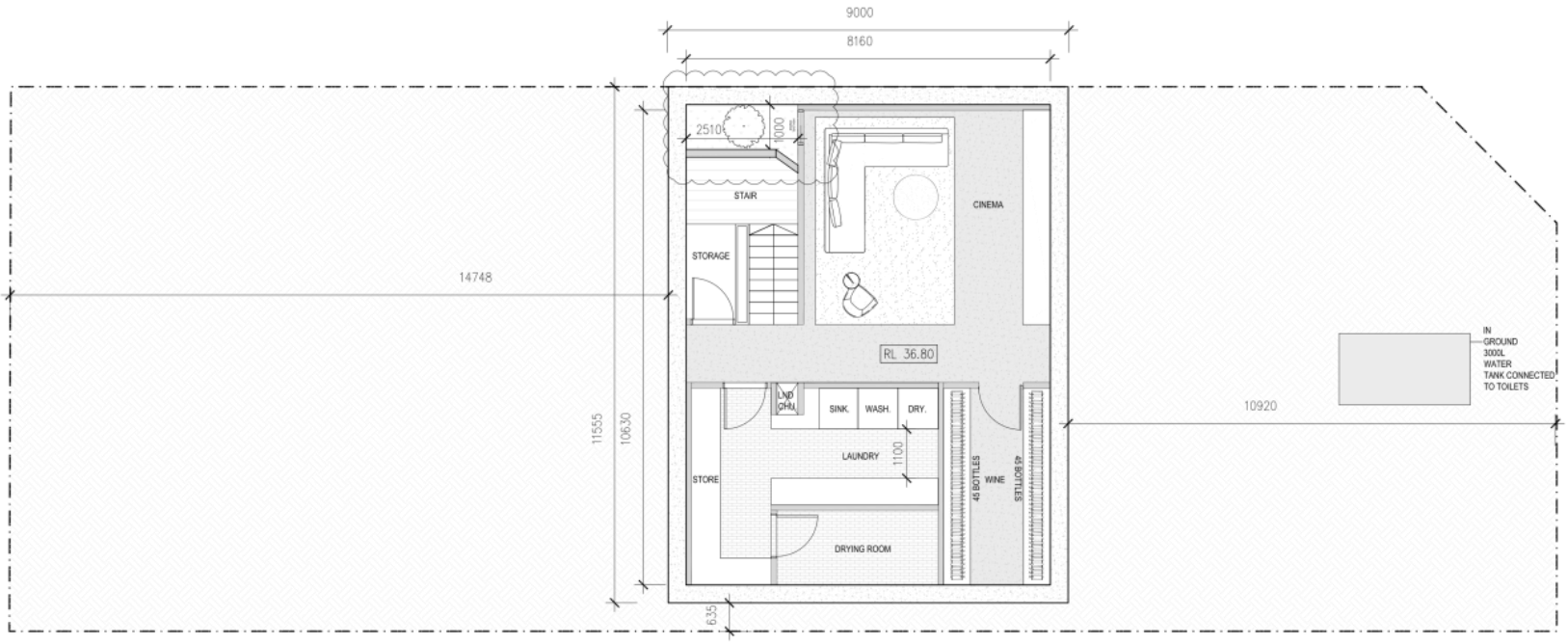
PRELIMINARY

NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR REVIEW / WSUD REPORT	05.06.2020
C	ISSUE FOR TOWN PLANNING RFI	17.06.2020
D	ISSUE FOR TOWN PLANNING AMENDMENT	10.11.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



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PROJECT
10 TAYLOR STREET FITZROY NORTH

CLIENT
A& M. NEWELL

DRAWING
BASEMENT PLAN

PROJECT NO.
1915

DRAWING NO.
A 099

DRAWING PHASE
TP

REVISION
D

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PRELIMINARY
NOT FOR CONSTRUCTION

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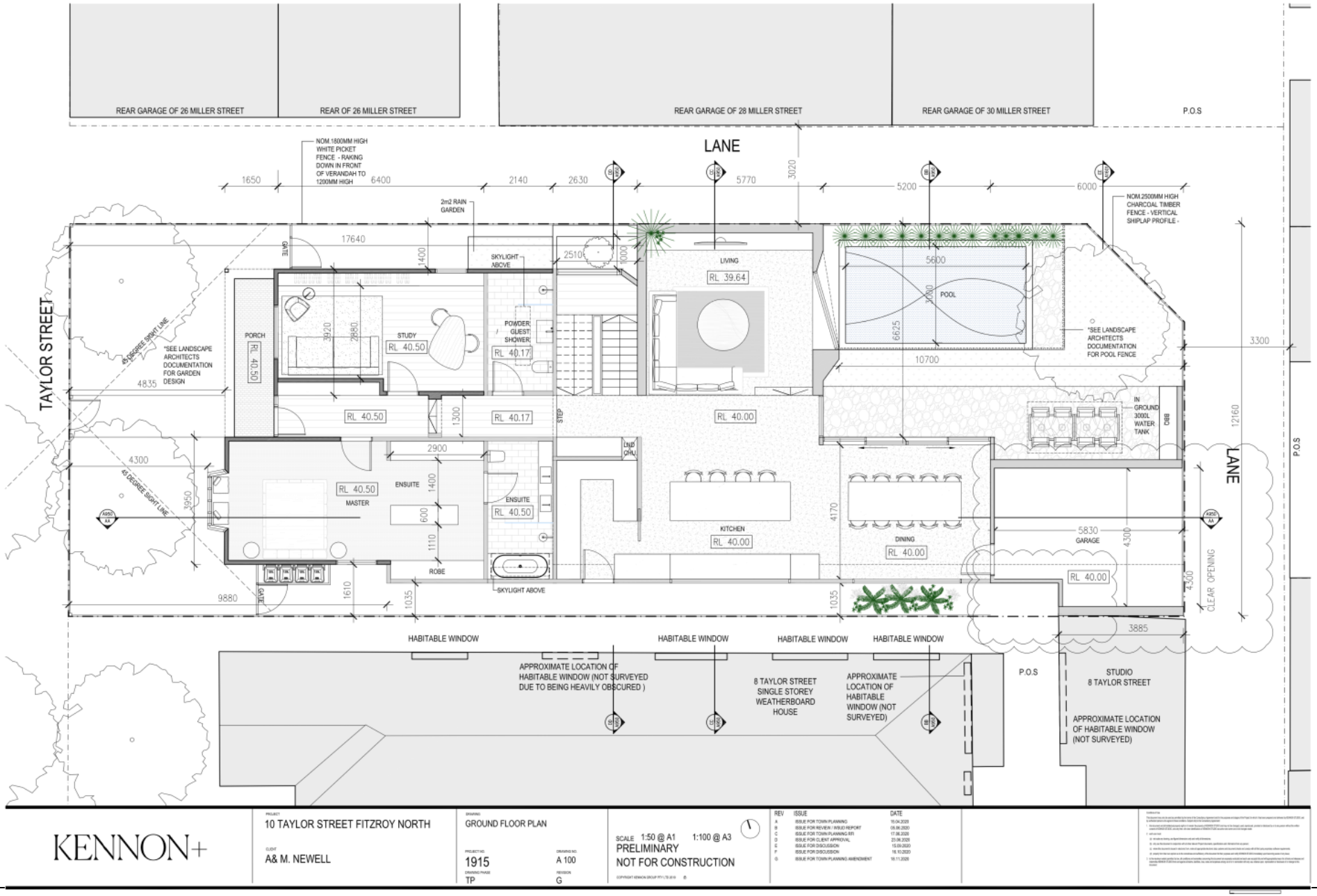
REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR REVIEW / WSUD REPORT	05.06.2020
C	ISSUE FOR TOWN PLANNING RFI	17.08.2020
D	ISSUE FOR TOWN PLANNING AMENDMENT	15.11.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



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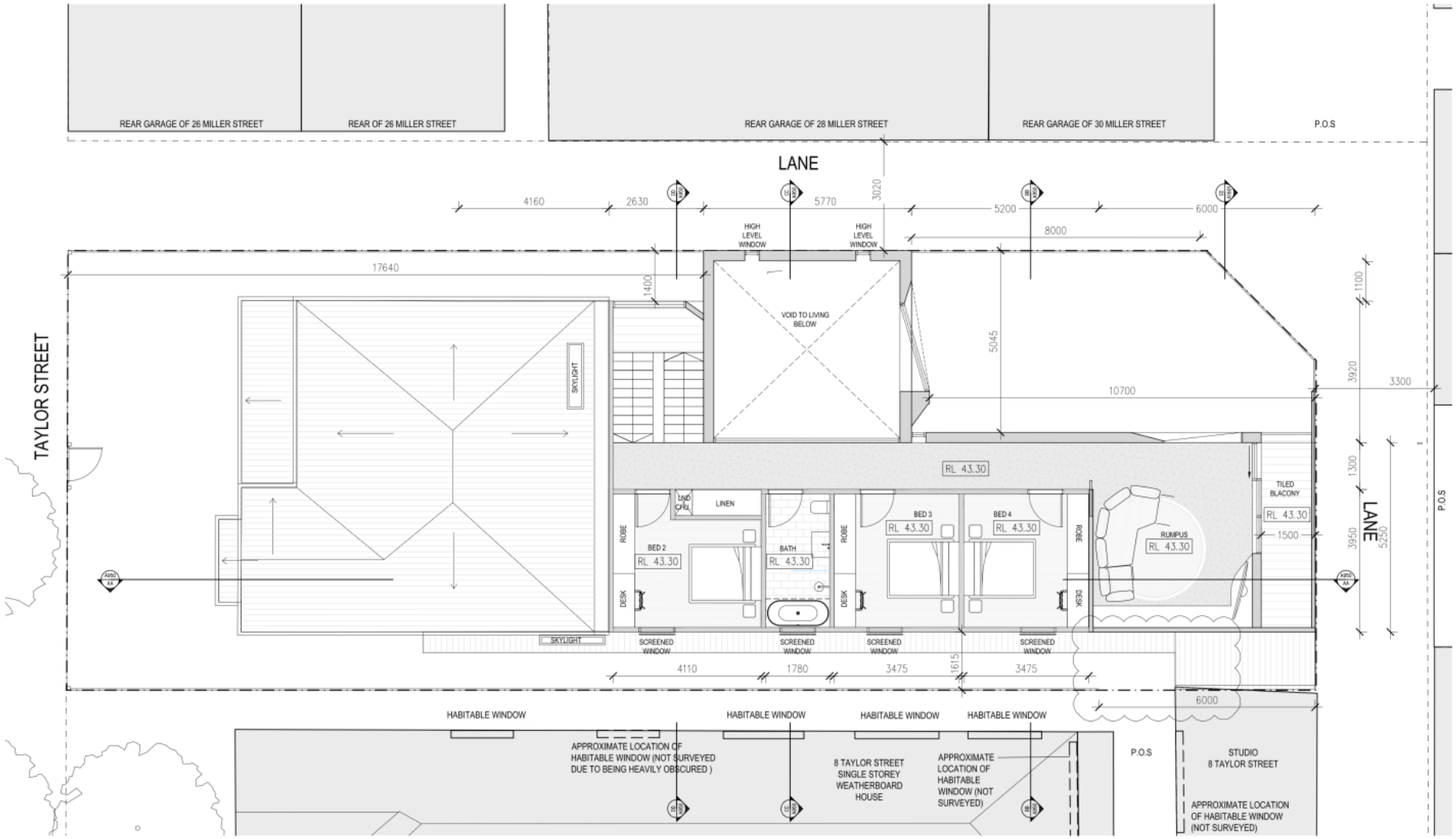

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10 TAYLOR STREET FITZROY NORTH

A& M. NEWELL

FIRST FLOOR PLAN

1915

TP

A 101

E

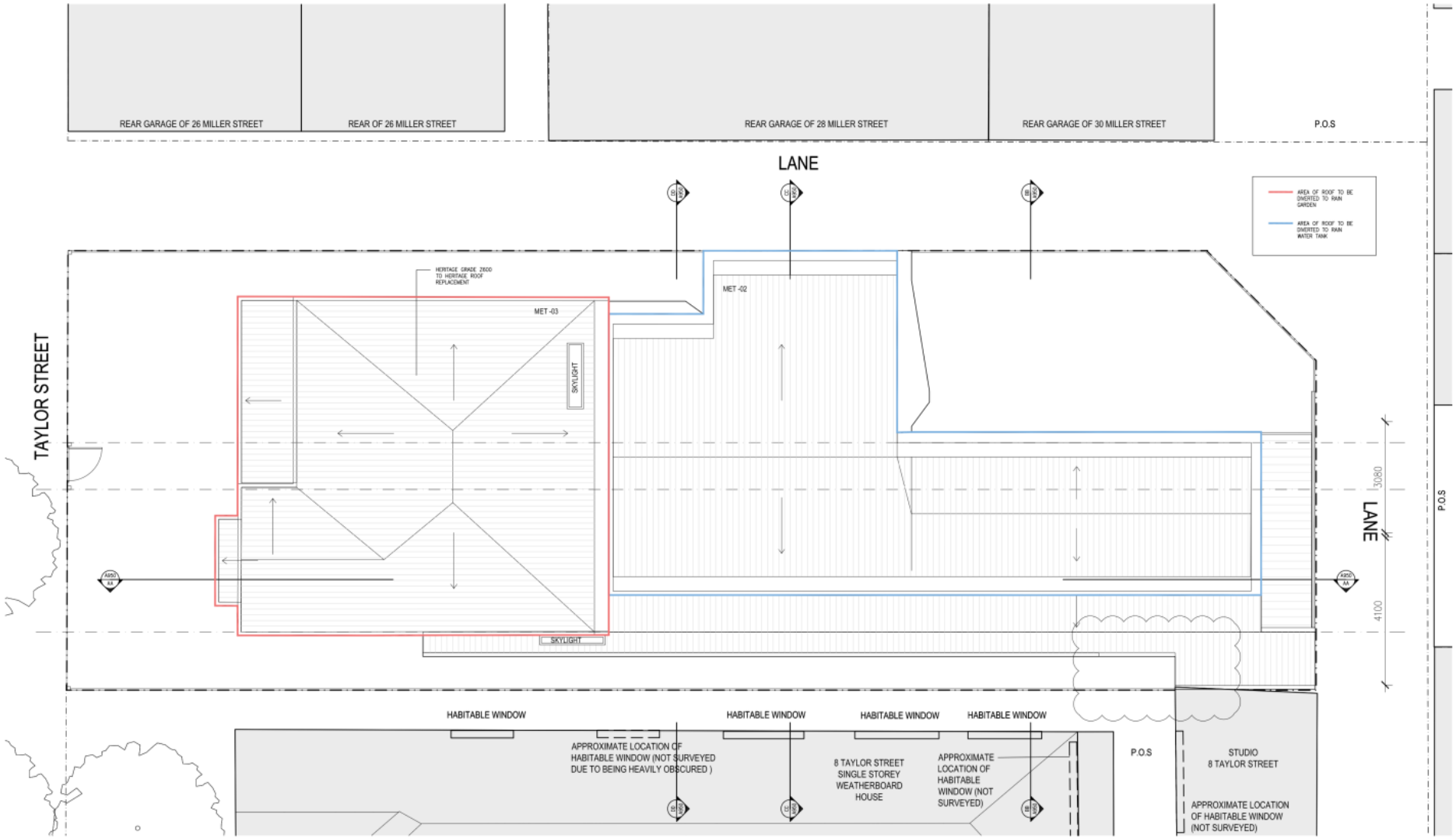
SCALE 1:50 @ A1 1:100 @ A3

PRELIMINARY

NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR REVIEW / WSUD REPORT	05.06.2020
C	ISSUE FOR TOWN PLANNING RFI	17.06.2020
D	ISSUE FOR DISCUSSION	15.09.2020
E	ISSUE FOR TOWN PLANNING AMENDMENT	16.11.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



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10 TAYLOR STREET FITZROY NORTH

A& M. NEWELL

ROOF PLAN

1915

TP

A 102

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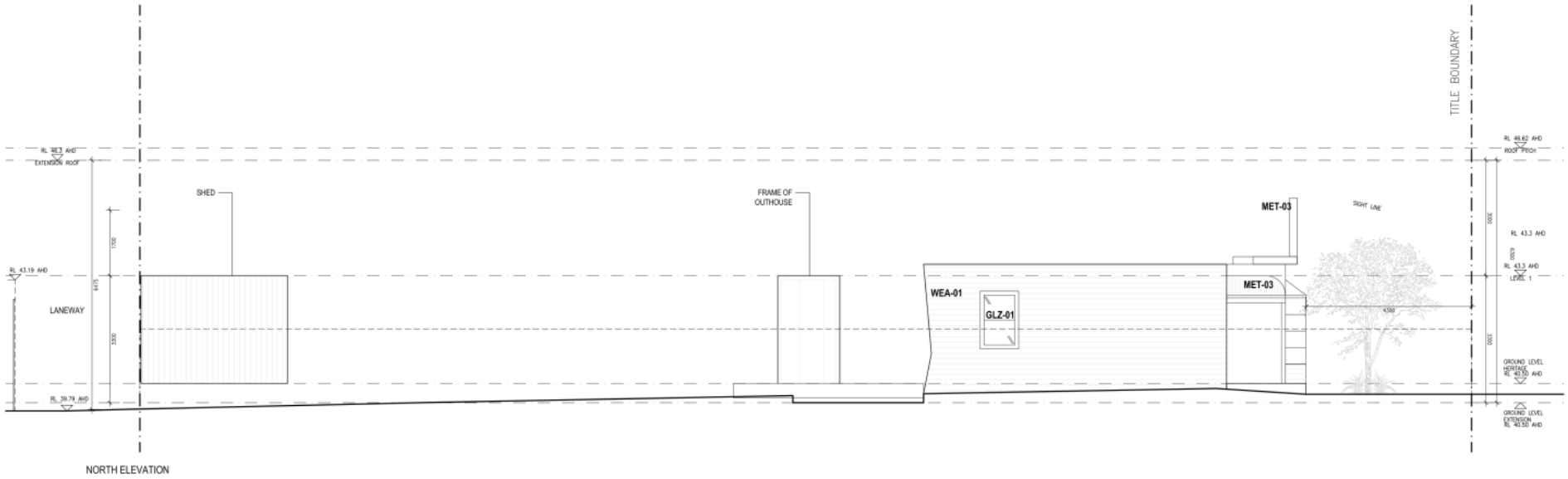
PRELIMINARY

NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR REVIEW / WBUD REPORT	05.06.2020
C	ISSUE FOR TOWN PLANNING RFI	17.06.2020
D	ISSUE FOR D/BO/LIBBON	15.09.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



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PROJECT
10 TAYLOR STREET FITZROY NORTH
NORTH ELEVATION

CLIENT
A& M. NEWELL

DRAWING
ELEVATIONS

PROJECT NO.
1915

DRAWING NO.
A 898

DRAWING PHASE
TP

REVISION
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PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING RFI	05.06.2020
B	ISSUE FOR TOWN PLANNING AMENDMENT	16.11.2020

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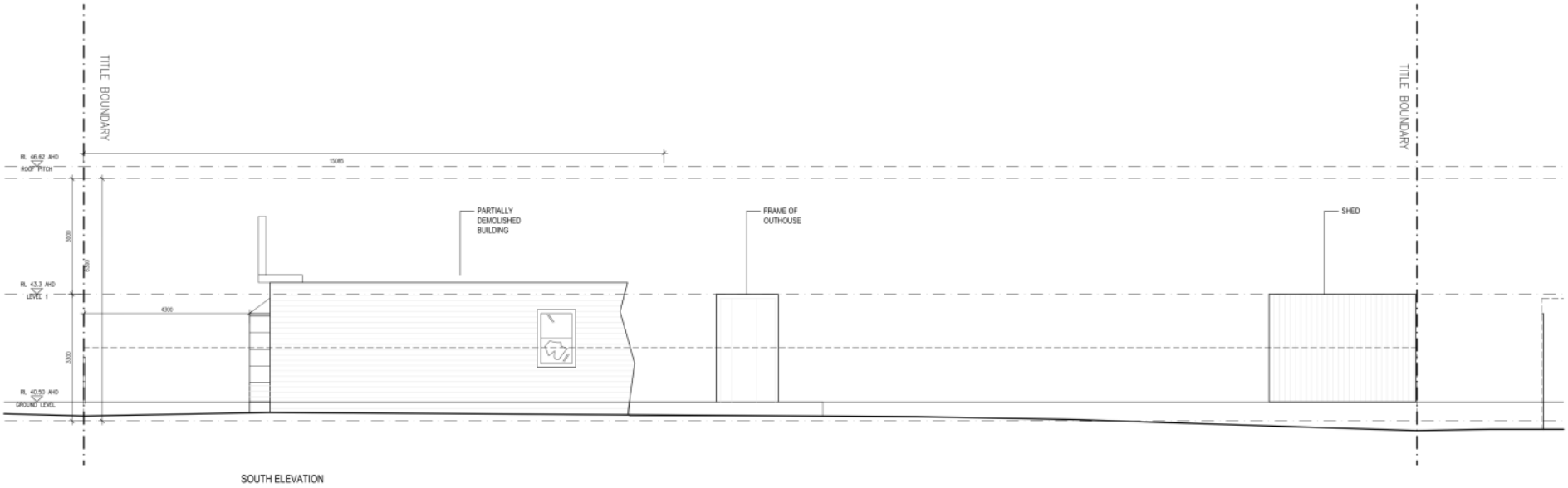
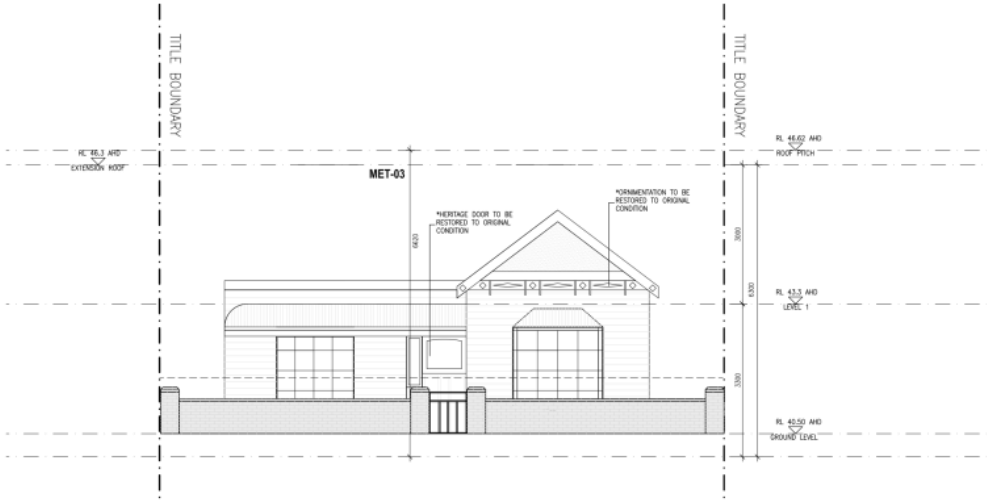
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



SOUTH ELEVATION



WEST ELEVATION

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PROJECT
10 TAYLOR STREET FITZROY NORTH

CLIENT
A& M. NEWELL

DRAWING
EXISTING ELEVATIONS

PROJECT NO.
1915

DRAWING NO.
A 899

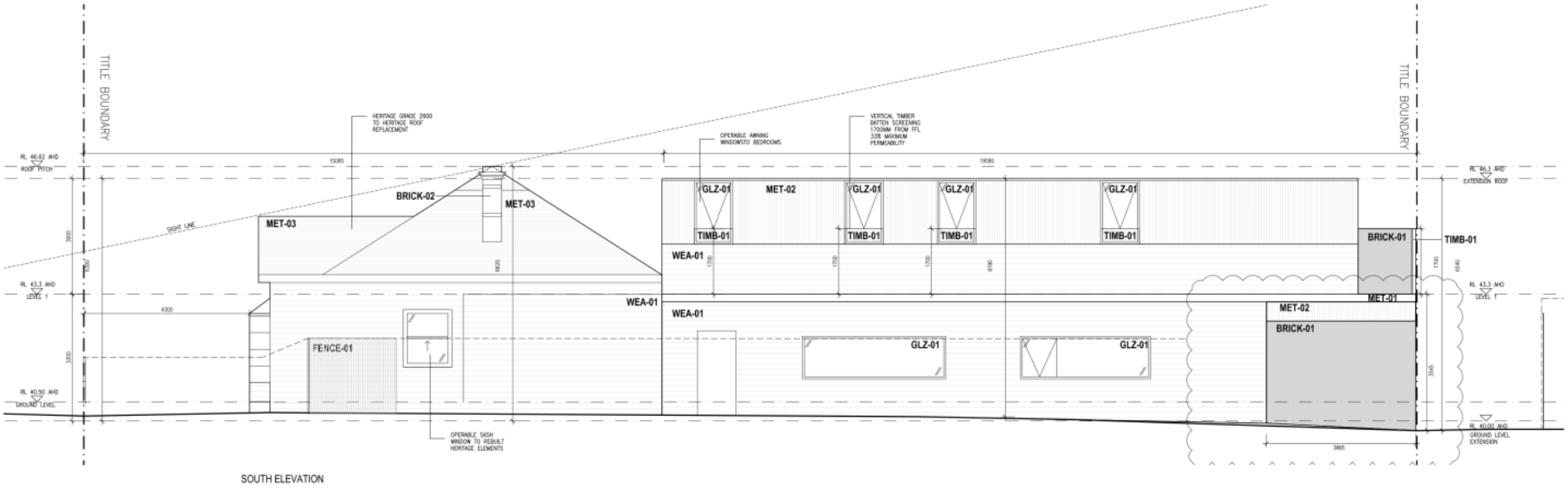
DRAWING PHASE
TP

REVISION
B

SCALE 1:50 @ A1 1:100 @ A3
PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING RFI	05.08.2020
B	ISSUE FOR TOWN PLANNING AMENDMENT	16.11.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



LEGEND

BRICK-01 - BAGGED RECYCLED BRICK
GLZ-01 - CLEAR GLAZING
TIMB-01 - SPOTTED GUM TIMBER
MET -01 - WHITE POWDER COAT METAL
MET -02 -WHITE STANDING SEAM COLOURBOND ROOF CLADDING
MET -03 - RED COLOURED COLOUR BOND CORRUGATED ROOF CLADDING
WEA -01 - WHITE WEATHERBOARD CALDDING
BRICK -02 - RED HERITAGE BRICK
FENCE -01 - WHITE TIMBER PICKET FENCE
FENCE -02 - CHARRED BLACK PAILING FENCE
REN -01 - WHITE RENDER

KENNON+

PROJECT: 10 TAYLOR STREET FITZROY NORTH
CLIENT: A& M. NEWELL
DRAWING: ELEVATIONS
PROJECT NO: 1915
DRAWING NO: A 900
DRAWING PHASE: TP
REVISION: D
SCALE 1:50 @ A1 1:100 @ A3
PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR TOWN PLANNING RFI	05.06.2020
C	ISSUE FOR DISCUSSION	15.09.2020
D	ISSUE FOR TOWN PLANNING AMENDMENT	15.11.2020

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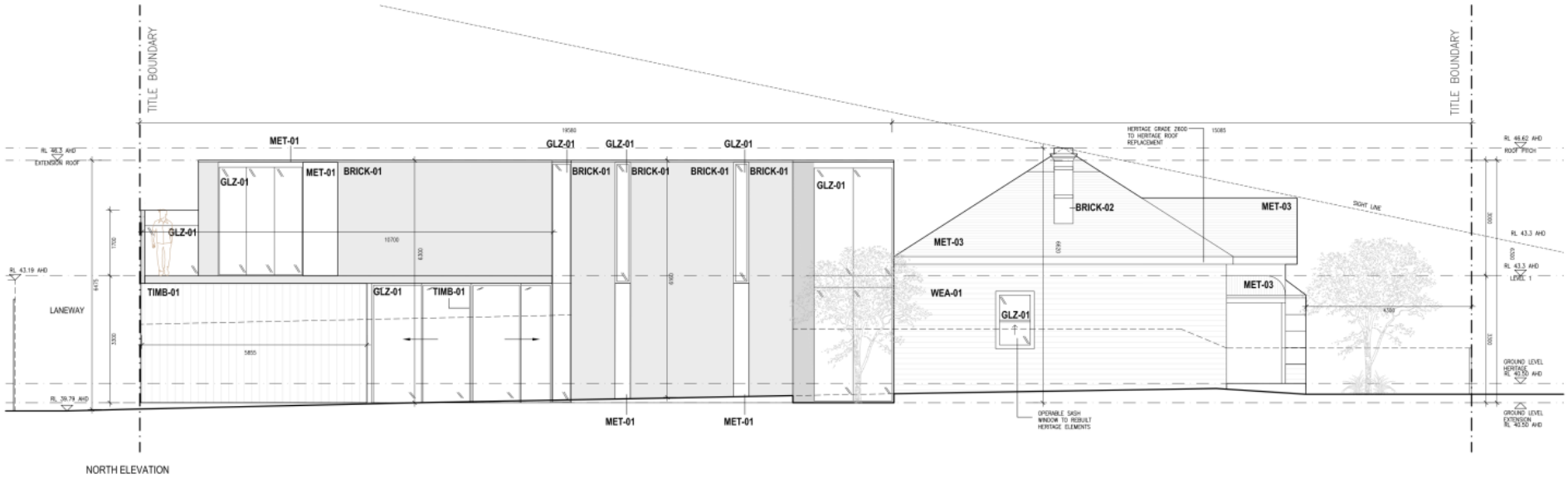
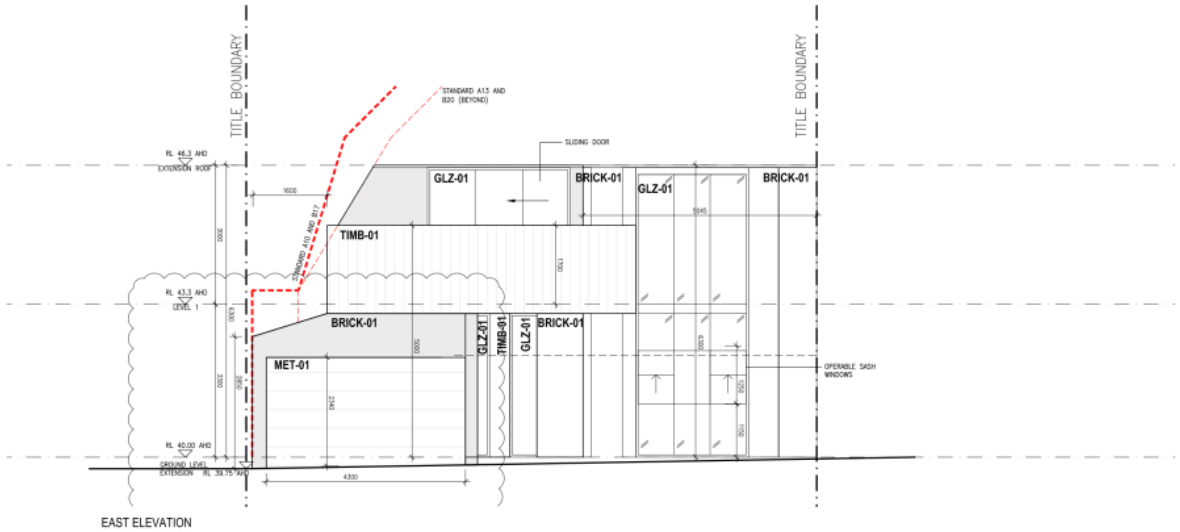
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans





LEGEND

BRICK-01 - BAGGED RECYCLED BRICK
GLZ-01 - CLEAR GLAZING
TIMB-01 - SPOTTED GUM TIMBER
MET -01 - WHITE POWDER COAT METAL
MET -02 -WHITE STANDING SEAM COLOURBOND ROOF CLADDING
MET -03 - RED COLOURED COLOUR BOND CORRUGATED ROOF CLADDING
WEA -01 - WHITE WEATHERBOARD CALDDING
BRICK -02 - RED HERITAGE BRICK
FENCE -01 - WHITE TIMBER PICKET FENCE
FENCE -02 - CHARRED BLACK PAILING FENCE
REN -01 - WHITE RENDER

KENNON+

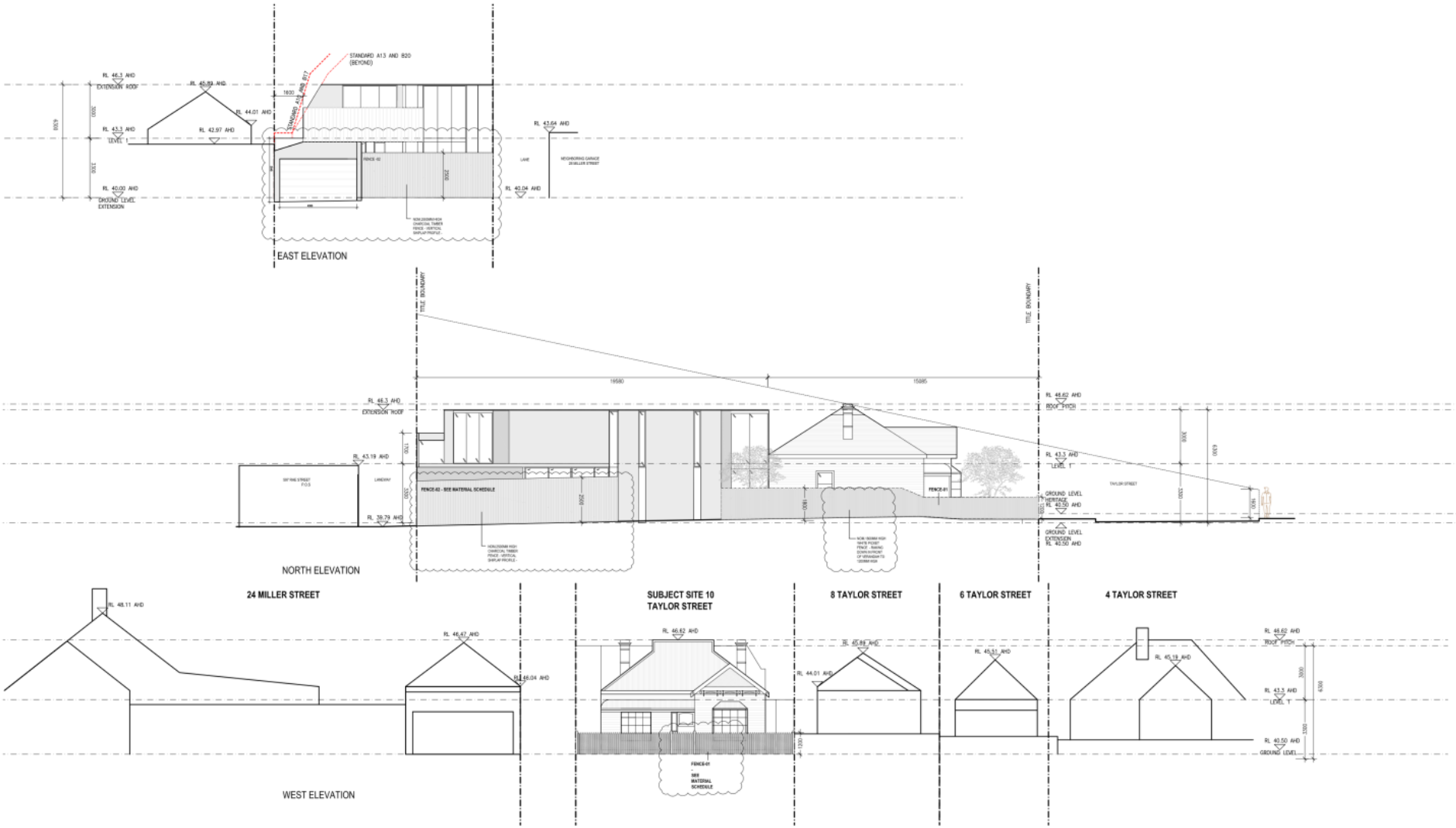
10 TAYLOR STREET FITZROY NORTH
NORTH ELEVATION
A& M. NEWELL

ELEVATIONS
1915
TP
A 901
D

SCALE 1:50@ A1 1:100 @ A3
PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR TOWN PLANNING RFI	05.06.2020
C	ISSUE FOR DISCUSSION	15.09.2020
D	ISSUE FOR TOWN PLANNING AMENDMENT	10.11.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



KENNON+

10 TAYLOR STREET FITZROY NORTH

A& M. NEWELL

STREET ELEVATIONS

1915 | TP | A 902 | C

SCALE 1:100 @ A1 1:200 @ A3

PRELIMINARY

NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
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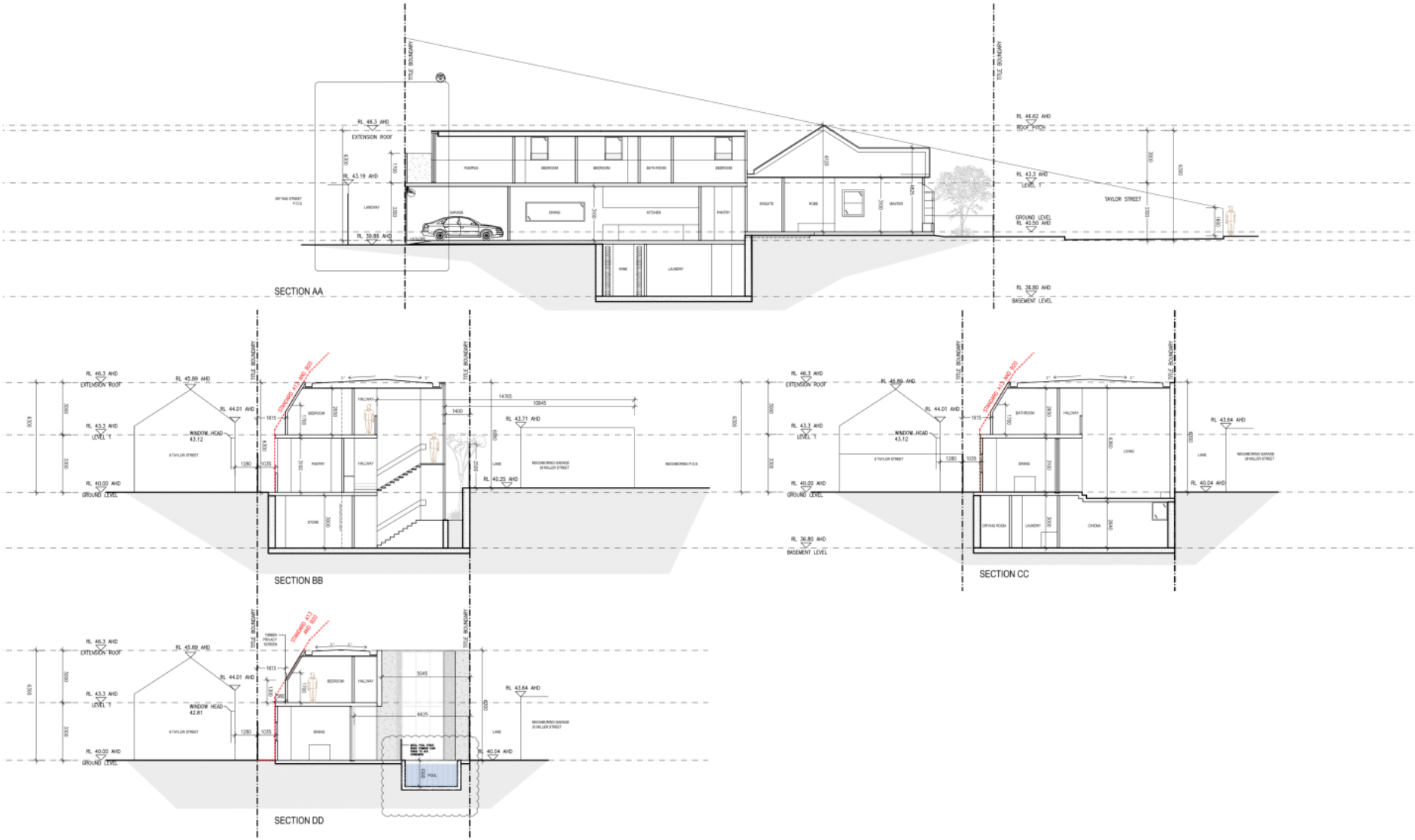
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



KENNON+

10 TAYLOR STREET FITZROY NORTH

A& M. NEWELL

SECTIONS

1915

TP

A 950

C

SCALE 1:100 @ A1 1:200 @ A3

PRELIMINARY

NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
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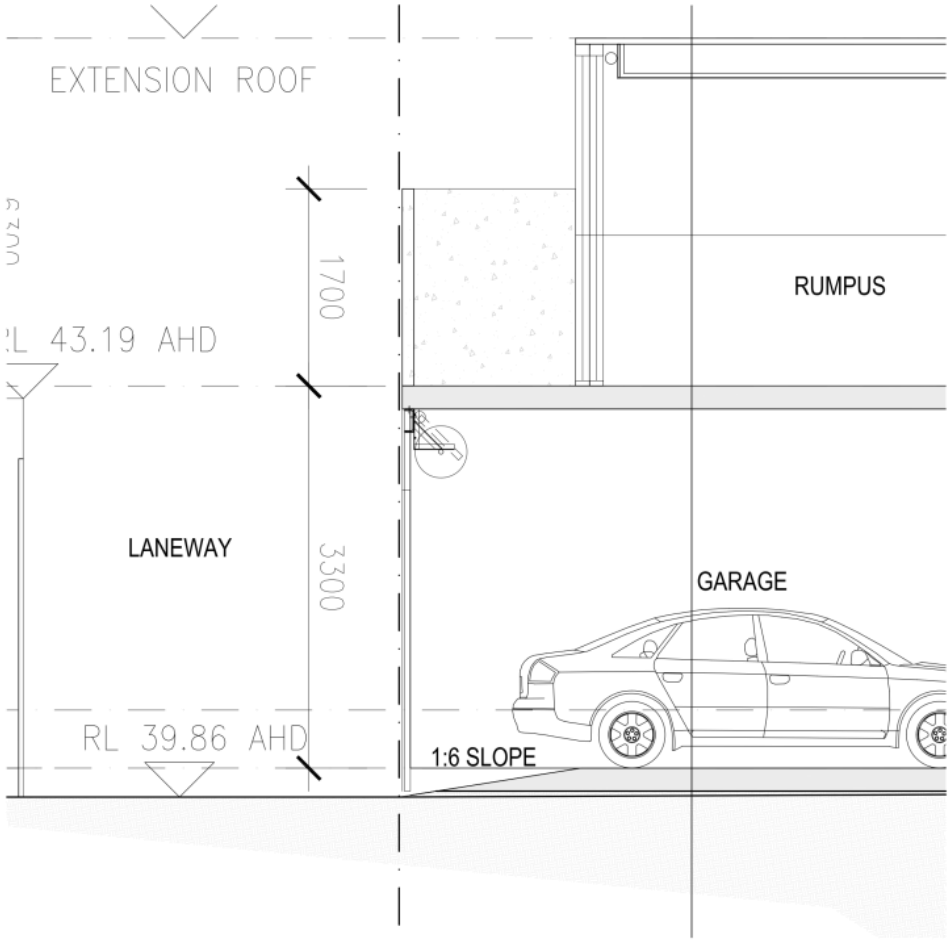
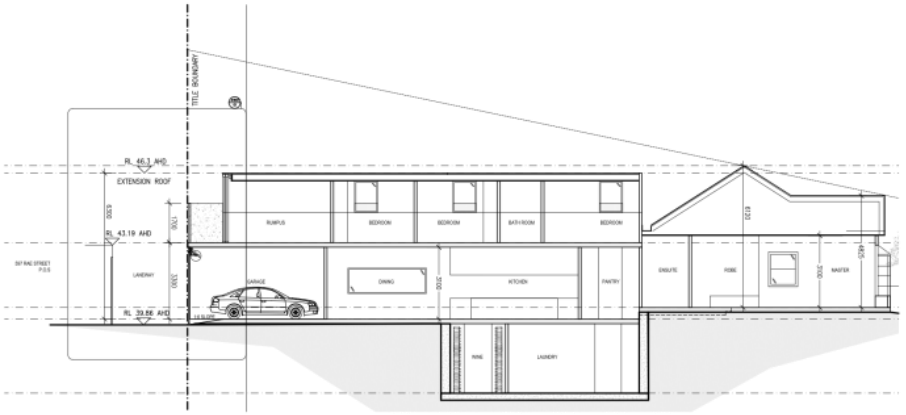


SECTION 01



SECTION AA

KENNON+

PROJECT: 10 TAYLOR STREET FITZROY NORTH

CLIENT: A& M. NEWELL

DRAWING: DETAIL SECTION

PROJECT NO: 1915

DRAWING NO: A 1600

DRAWING PHASE: TP

REVISION: B

SCALE 1:20 @ A1 1:40 @ A3

PRELIMINARY

NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR DISCUSSION	16.10.2020
B	ISSUE FOR TOWN PLANNING AMENDMENT	18.11.2020

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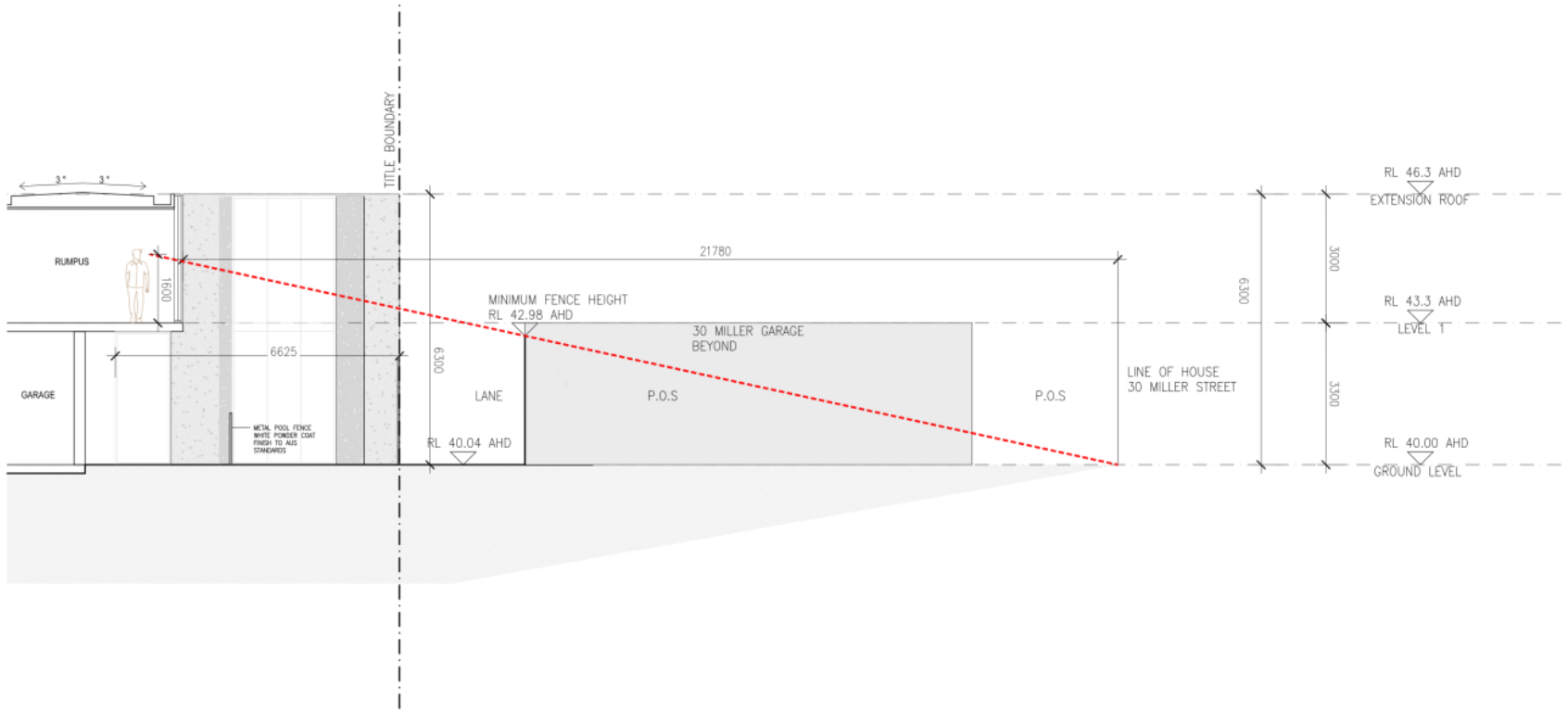
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



SECTION EE

KENNON+

PROJECT	10 TAYLOR STREET FITZROY NORTH
CLIENT	A& M. NEWELL
DRAWING	DETAIL SECTION E - OVERLOOKING
PROJECT NO.	1915
DRAWING NO.	A 1601
DRAWING PHASE	TP
REVISION	A
SCALE	1:50 @ A1 1:100 @ A3
	PRELIMINARY
	NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING AMENDMENT	10.11.2020

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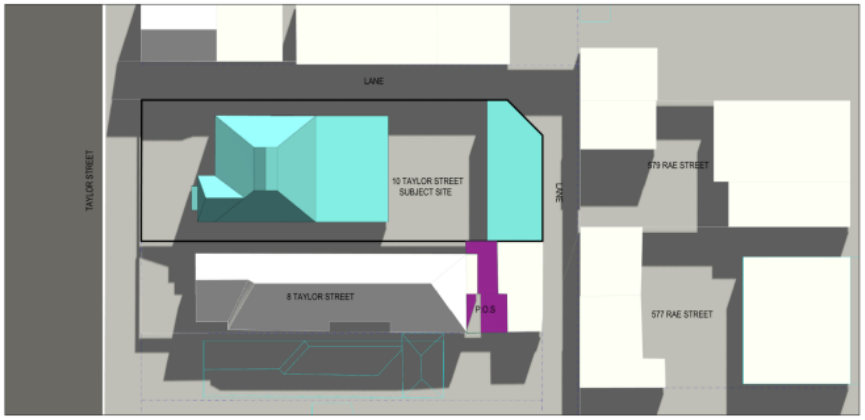
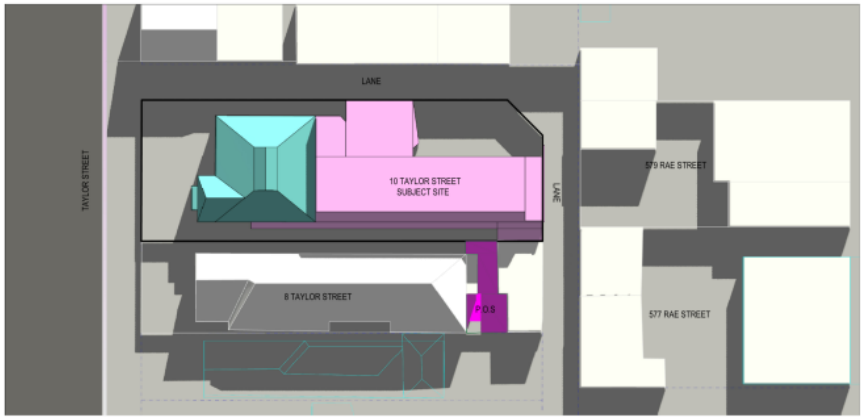
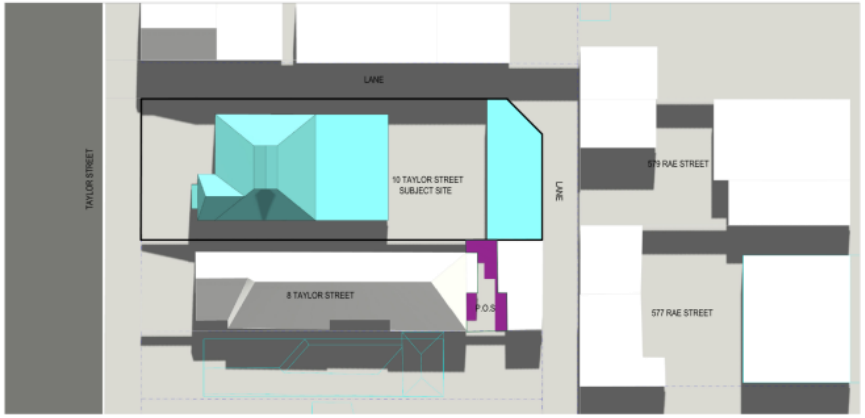
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



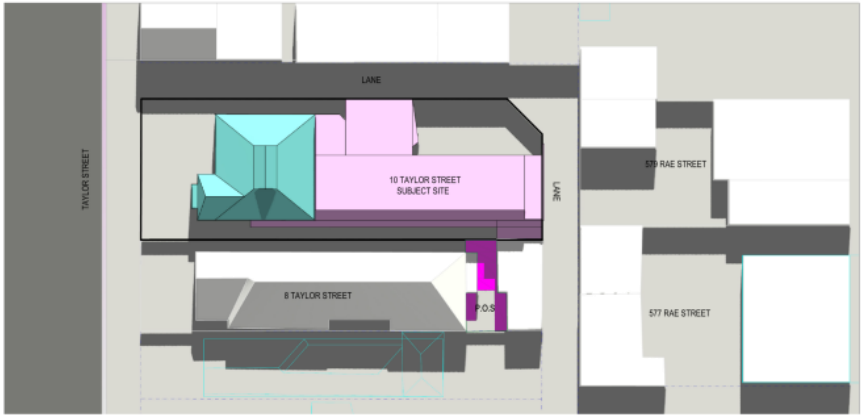
EXISTING SHADOW 9AM | AREA OVERSHADOWED = 17.7M2 (87% OF P.O.S)



PROPOSED SHADOW 9AM | AREA OVERSHADOWED = 19.2M2 (94% OF P.O.S) | ADDITIONAL OVERSHADOWING = +1.5M2 M2 (+7%)



EXISTING SHADOW 10AM | AREA OVERSHADOWED = 10.8M2 (53% OF P.O.S)



PROPOSED SHADOW 10AM | AREA OVERSHADOWED = 13.1M2 (64% OF P.O.S) | ADDITIONAL OVERSHADOWING = +2.3M2 M2 (+11%)

*ALL SHADOWS TAKEN ON 22ND SEPTEMBER

ADDITIONAL SHADOW
EXISTING SHADOW

KENNON+

10 TAYLOR STREET FITZROY NORTH

A& M. NEWELL

SHADOWS

1915

TP

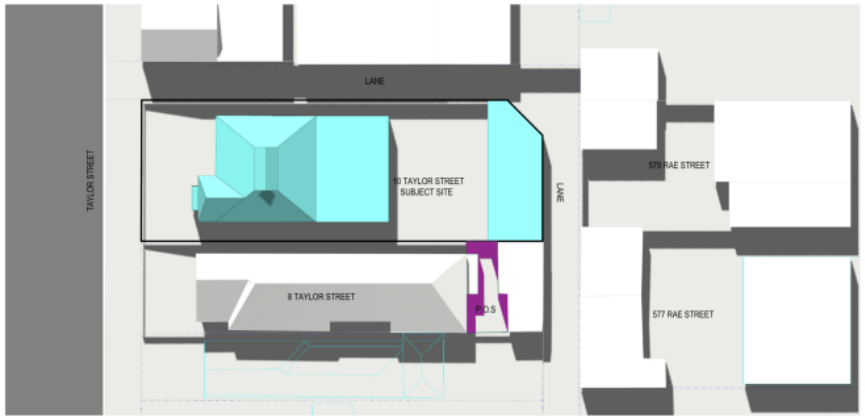
A 3000

B

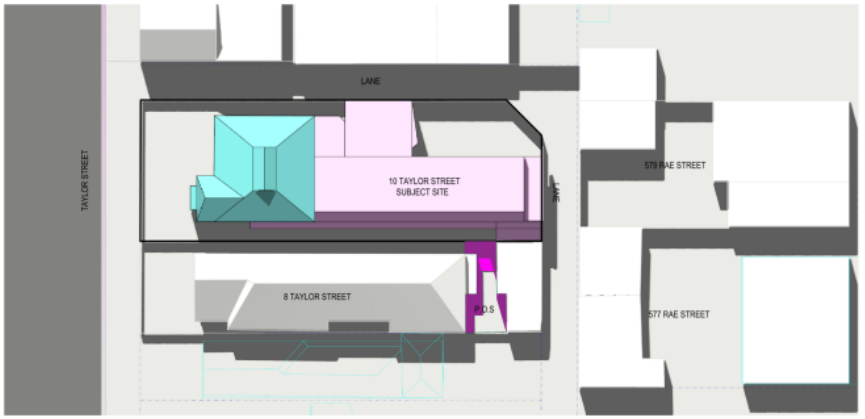
SCALE 1:200 @ A1 1:400 @ A3
PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR TOWN PLANNING AMENDMENT	18.11.2020

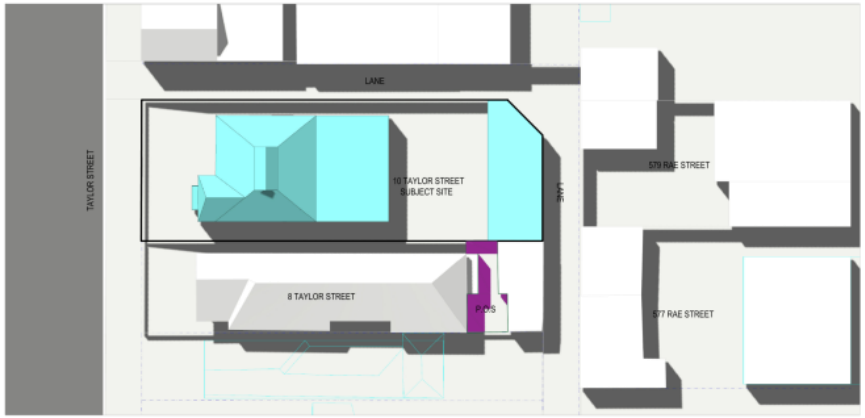
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



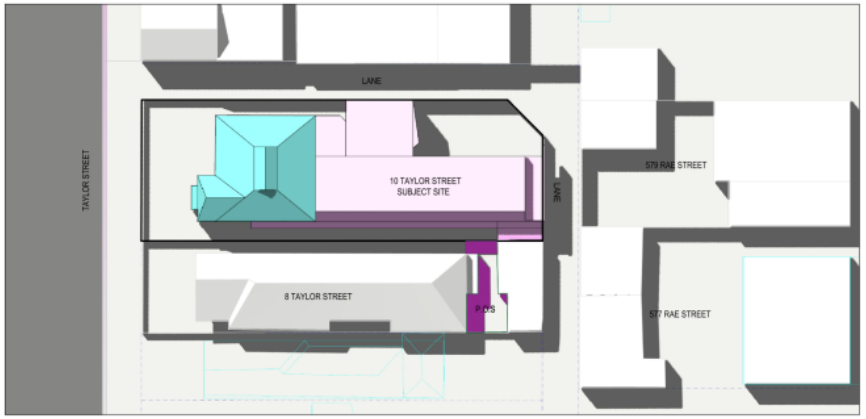
EXISTING SHADOW 11AM | AREA OVERSHADOWED = 10.2 M2 (50% OF P.O.S)



PROPOSED SHADOW 11AM | AREA OVERSHADOWED = 11.3 M2 (55% OF P.O.S) | ADDITIONAL OVERSHADOWING = +1.1M2 M2 (+5%)



EXISTING SHADOW 12PM | AREA OVERSHADOWED = 11.9 M2 (58% OF P.O.S)



PROPOSED SHADOW 12PM | NO ADDITIONAL AREA OVERSHADOWED

*ALL SHADOWS TAKEN ON 22ND SEPTEMBER

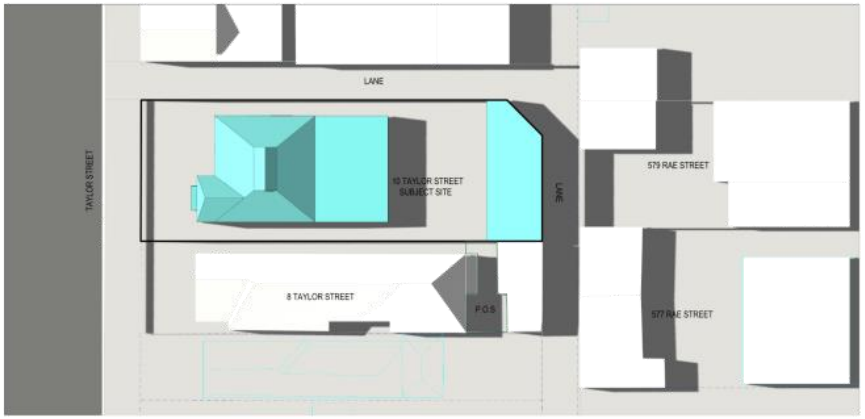
ADDITIONAL SHADOW
EXISTING SHADOW

KENNON+

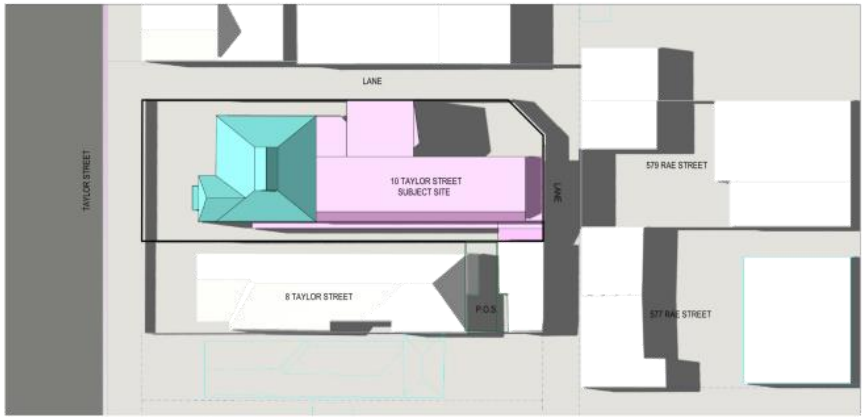
PROJECT: 10 TAYLOR STREET FITZROY NORTH
CLIENT: A& M. NEWELL
DRAWING: SHADOWS
PROJECT NO: 1915
DRAWING NO: A 3001
DRAWING PHASE: TP
REVISION: B
SCALE 1:200 @ A1 1:400 @ A3
PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR TOWN PLANNING AMENDMENT	18.11.2020

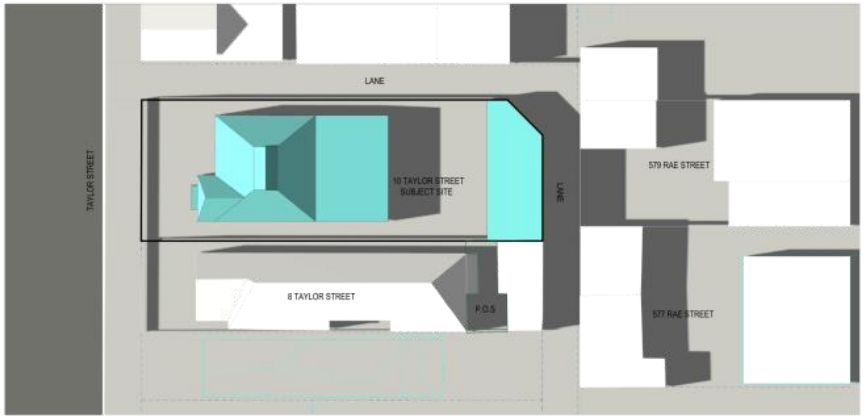
Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans



EXISTING SHADOW 2PM

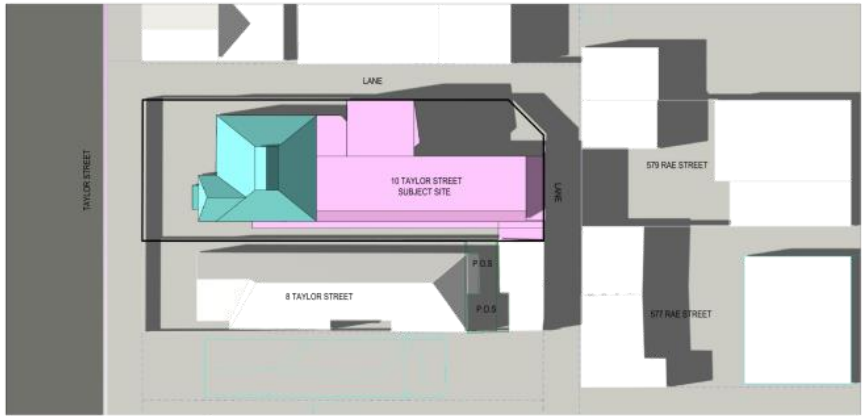


PROPOSED SHADOW 2PM | NO ADDTIONAL AREA OVERSHADOWED



EXISTING SHADOW 3PM

*ALL SHADOWS TAKEN ON 22ND SEPTEMBER



PROPOSED SHADOW 3PM | NO ADDTIONAL AREA OVERSHADOWED

ADDITIONAL SHADOW
EXISTING SHADOW

KENNON+

10 TAYLOR STREET FITZROY NORTH

A& M. NEWELL

SHADOWS

1915

TP

A 3002

B

SCALE 1:200 @ A1 1:400 @ A3

PRELIMINARY

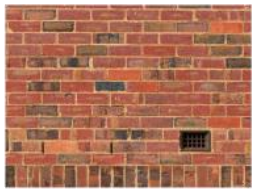
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR TOWN PLANNING AMENDMENT	16.11.2020

Attachment 2 - PLN20/0237 - 10 Taylor Street Fitzroy North - Decision Plans

MET -01 - WHITE POWDER COAT METAL

TIMB-01 = SPOTTED GUM TIMBER



BRICK -02 - HERITAGE BRICK

FENCE -01 - WHITE TIMBER PICKET FENCE

BRICK-01 - BAGGED RECYCLED BRICK

MET -03 - RED COLOURED HERITAGE GRADE Z600 CORRUGATED ROOF CLADDING TO MATCH ORIGINAL HOUSE

FENCE -02 - CHARRED BLACK PAILING FENCE

WEA -01 - WHITE WEATHERBOARD CALDDING

GLZ -01 - CLEAR GLAZING

REN -01 - WHITE RENDER

KENNON+

PROJECT
10 TAYLOR STREET FITZROY NORTH

CLIENT
A& M. NEWELL

DRAWING
MATERIALS

PROJECT NO.
1915

DRAWING NO.
A 4000

DRAWING PHASE
TP

REVISION
C

SCALE
PRELIMINARY
NOT FOR CONSTRUCTION

REV	ISSUE	DATE
A	ISSUE FOR TOWN PLANNING	15.04.2020
B	ISSUE FOR RFI	17.06.2020
C	ISSUE FOR TOWN PLANNING AMENDMENT	16.11.2020

Attachment 3 - PLN20/0237 - 10 Taylor Street Fitzroy North - Heritage Referral updated 19.11.2020

City of Yarra
Heritage Advice

Application No.:	*PLN20/0237*
Address of Property:	***10 Taylor Street, Fitzroy North***
Planner:	*Robert Galpin*
Yarra Planning Scheme References:	• *Clause 15.03 Heritage* • *Clause 21.05-1 Built Form (Heritage)* • *Clause 22.02 Development Guidelines for sites subject to the Heritage Overlay* • *Clause 43.01 Heritage Overlay* • *Clause 59.07 Applications Under A Heritage Overlay*
Heritage Overlay No. & Precinct:	*HO327 North Fitzroy Precinct*
Level of significance:	*Contributory, constructed 1900-1915 (City of Yarra Review of Heritage Areas 2007 Appendix 8 (as updated from time to time)*
General description:	*Partial demolition, construction of a ground and first floor addition to the existing dwelling, provision of a basement level, new garage, new landscaping and new fence.*
Drawing Nos.:	*Set of twenty-three drawings, entitled "1915_10 Taylor Street Fitzroy North", prepared by KENNON+, received by Council and dated 23.06.2020.*

CONTEXT IMAGES

Figure 1. Front façade. Source: Property report on realestate.com, https://www.realestate.com.au/sold/property-house-vic-fitzroy+north-129827626

Attachment 3 - PLN20/0237 - 10 Taylor Street Fitzroy North - Heritage Referral updated 19.11.2020

Figure 2. Oblique view of facade and side boundary. Source: Property report on realestate.com, https://www.realestate.com.au/sold/property-house-vic-fitzroy+north-129827626

Figure 3. View from rear yard at shell of the building. Property report on realestate.com, https://www.realestate.com.au/sold/property-house-vic-fitzroy+north-129827626

Attachment 3 - PLN20/0237 - 10 Taylor Street Fitzroy North - Heritage Referral updated 19.11.2020

Figure 4. Aerial view of the site, identified with a green pin. Source: NearMap, dated April 2020.

ASSESSMENT OF PROPOSED WORKS

The Heritage Referral requests the following advice in relation to new development PLN20/0237:

> *Your comments on the application from a heritage perspective are requested on the following:*
>
> - *Proposed rear addition*
> - *Reconstruction of the original dwelling.*
> - *Adequacy of supplied reconstruction drawings*

Comments regarding proposed demolition:

The extent of demolition to the house proposed by this application includes the removal of the front porch, remaining weatherboard side walls and associated windows, remaining internal walls, out-house, floor slab and fireplaces/chimney breasts. Bricks from the chimneys will be salvaged where possible. To the remainder of the site, the extent of demolition includes all of the boundary fencing (brick and metal), car parking structure to the rear and a shed to the rear.

The key consideration for assessing this aspect of the works is whether the proposed demolition will adversely affect the significance of the heritage building or the broader heritage precinct.

Clause 22.02-5.1 of the Yarra Planning Scheme states (with relevant considerations underlined) states:

> ***Removal of Part of a Heritage Place or Contributory Elements***
>
> - *Encourage the removal of inappropriate alterations, additions and works that detract from the cultural significance of the place.*
> - *Generally discourage the demolition of part of an individually significant or contributory building or removal of contributory elements unless:*

- *That part of the heritage place has been changed beyond recognition of its original or subsequent contributory character(s).*
- *For a contributory building:*
  - *that part is not visible from the street frontage (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained; or*
  - *the removal of the part would not adversely affect the contribution of the building to the heritage place.*

It is noted that the existing dwelling has had significant demolition works undertaken without a permit and it was purchased by the current owner as essentially a street façade wall, with some remnant side and internal walls and remnant brick fireplaces / chimney breasts. The fabric behind the facade is in poor condition and of low integrity, having undergone significant change during the demolition work.

Considering the condition and integrity of the remaining internal and side fabric, the proposed extent of demolition behind the façade is acceptable. Salvage of the brick from the fireplaces and chimney breasts for use as part of the new chimneys is supported.

While sympathetic in style, the porch slab, posts and awning are not original elements and their removal is supported in light of reinstatement and restoration works. The mini orb sheet metal to the awning is likely to be earlier fabric than the porch awning, however it is in poor condition and unlikely to be functioning correctly as part of the drainage system. Removal is supported.

The shed, carport and fencing (brick and metal) are of no heritage value and their removal is acceptable.

Comments regarding new development, alterations and additions:

The extent of new works proposed by this application includes restoration of the front façade, provision of a new roof frame and sheeting, two brick chimneys, weatherboard side walls, a new porch awning, construction of a new ground floor dwelling behind the façade, construction of a first floor level to the rear extension, basement level, a timber picket fence, and landscaping works.

Regarding the remaining heritage building:

Clause 15.03-1S of the planning scheme states that it is policy to:

> *Encourage the conservation and restoration of contributory elements of a heritage place.*

Clause 21.05-1 'Built Form – Heritage' of the planning scheme also states that the objective to protect and enhance Yarra's heritage places will be achieved by supporting the restoration of heritage places (Strategy 14.2)

Clause 22.02-4 states that one of the objectives of the heritage policy is:

> *To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places*

Most specifically, Clause 22.02-5.3 encourages restoration of a heritage place or contributory element if evidence exists to support its accuracy. In regard to reconstruction, the policy encourages works if:

> *The reconstruction will enhance the heritage significance of the heritage place*
>
> *Evidence exists to support the accuracy of the reconstruction.*

This clause encourages the reconstruction of original or contributory elements where they have been removed. These elements include, but are not limited to, chimneys, fences, verandahs, roofs and roof elements, wall openings and fitting (including windows and doors), shopfronts and other architectural details and features.

Front façade

Restoration works to the weatherboards, windows and gable end (joinery and render) must be undertaken by a tradesperson with experience with traditional building techniques.

Restoration work should be provided as a schedule of work in association with the drawings to ensure the work is carried out appropriately.

The weatherboards to the front façade appear to be in sound condition. Their replacement is not supported unless specific pieces are unsalvageable and require replacement. It is recommended that the weatherboards are repaired or have new sections spliced in, as a preference over full replacement. If replacement of any timber is required, the new weatherboards must match the width and profile of existing.

The windows to the front façade are not in keeping with the Federation style and are likely a mid-twentieth century replacements. Opportunity exists here to replace the windows with a more period appropriate style, taking into consideration materials, form and proportions. From a heritage perspective, this will be a better outcome than the retention of the current windows.

The render to the gable end appears to be in sound condition. A preferable approach over replacement would involve the inspection and removal of loose, unfit or drummy render by hand, and replacement or patch repair as necessary with a cement of matching consistency and type (likely including lime), prior to repainting.

Restoration of the existing decorative timber elements to the gable end is supported.

Considering the condition of the barge board, replacement on a like-for-like basis is supported should the element be found to be unsalvageable. The decorative diamond shapes must be reinstated.

The door timber joinery, including the joinery to the side light and fan light, is likely to be original. The glazing, however, appears to be mid-twentieth century and is considered to be intrusive. The removal of the glazing is supported. The removal of the joinery to the side light and fan light is not supported. The timber should be retained in-situ and restored, along with the door.

Reconstruction of side walls

The reconstruction of the side walls in weatherboard with timber sash windows is supported. The new weatherboards must match the width and profile of the weatherboards on the front façade.

Reconstruction of roof and awning

The proposed roof form is highly sympathetic towards the former building style and is supported.

The use of red coloured Heritage Grade Z600 roof cladding is supported. However, it is noted that although the material schedule specifies red coloured Heritage Grade Z600, the material specified on Plans Part 2 (page 5 of PDF) identify it as 'red coloured colour bond corrugated roof metal'. The use of Colorbond is not supported. Heritage Grade Z600 must be used for the primary roof, awning and window coverings.

The reconstruction of two brick chimneys, inclusive of reused salvaged brick, is supported. These chimneys should match the location, height, materiality and profile of the former chimneys. This work should be evidenced by photographs of the building prior to demolition; these are available on Google Streetview.

The reconstruction of the awning roof, like-for-like in profile, is supported. The drawings do not provide detail on the verandah posts or porch, other than in the 3D render. These should be turned timber posts with simple decorative detail coupled with simple timber brackets.

Colour scheme

The proposed colour scheme for the weatherboards and render to the dwelling is white. This is not supported. The proposed colour scheme should adopt an appropriate Federation era colour scheme, as set out in Heritage Victoria's publication *What house is that? A guide to Victoria's housing styles (3rd ed.)*.

Painting should use a breathable paint suitable for timber and render, rather than a plastic (e.g. acrylic) based paint which will lock in moisture.

Regarding the new development:

The key consideration for assessing this aspect of the works is whether the proposed new development will adversely affect the significance, character or appearance of the dwelling on site or the broader heritage precinct.

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages the design of new development, alterations or additions to:

- *Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.*
- *Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.*
- *Be visually recessive and not dominate the heritage place.*
- *Be distinguishable from the original historic fabric.*
- *Not remove, cover, damage or change original historic fabric.*
- *Not obscure views of principal façades.*
- *Consider the architectural integrity and context of the heritage place or contributory element*

Setbacks

With respect to the building, Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

> *setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.*

The proposed front setback and side setbacks at ground level will not change and are acceptable.

The proposed front setback at the upper floor level sits comfortably back from the sightline requirements for contributory dwellings (refer Fig 2) and is acceptable.

Scale/height

Clause 22.02-5.7.1 of the Yarra Planning Scheme encourages:

> *similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.*

Given the setback, the proposed scale and height of the ground and first floor addition is acceptable.

Roof form

The proposed roof form of the ground and first floor rear addition is flat but is adequately separated from the original dwelling. The roof form will not visually dominate the proposed hipped form of the primary dwelling or the setting of any neighbours. The roof form is supported.

Fence

The proposed appearance of the front fence – style, height and colour – is supported.

Appearance of rear extension

A contemporary design approach has been adopted for the proposed new building at the rear. This approach is not unacceptable provided that adequate respect is given to the heritage character of the surrounding area through details such as external materials, proportions and fenestration.

Attachment 3 - PLN20/0237 - 10 Taylor Street Fitzroy North - Heritage Referral updated 19.11.2020

The proposed external materials for the new development will be weatherboard, Colorbond cladding, spotted gum timber and glazed aluminium framed windows. The predominant external materials in the street are weatherboard, galvanised corrugated iron, face brick and timber.

The proposed colour scheme for the new development will be white and brown (timber and brick). The predominant colour schemes in the street are cream and greys for walls, red, green and white for decorative features, and unpainted corrugated iron for roofs.

The proposed appearance is acceptable given the setback of the contemporary style addition from the primary dwelling and non-intrusive colour palette. However, it is recommended that a contrasting, but complimentary, material is used in place of weatherboards for the extension to distinguish the original building footprint from the extension.

The window proportions to the extension are supported.

The character of the rear laneway is highly diverse. The proposed appearance of the garage, landscaping and rear extension is supported.

RECOMMENDATIONS

1. On heritage grounds the works proposed in this application may be approved subject to the following conditions:

	Suggested condition	***Explanation***
1.	Front façade restoration works to the weatherboards, windows and gable end (joinery and render) must be undertaken by a tradesperson with experience with traditional building techniques.	*Poor quality work could compromise the condition and integrity of the scarce heritage fabric remaining.*
2.	Prepare a schedule of restoration work for the façade and integrate it with the drawings.	*A schedule of restoration work will encourage the work to be carried out appropriately.*
3.	Salvage, repair and reuse weatherboards from the front façade. Preference repair over replacement. If replacement of any timber is required, the new weatherboards must match the width and profile of existing. Side wall weatherboards must also match the width and profile of the front façade.	*Much of the weatherboard appears to be in sound condition and can be retained/repaired.*
4.	Retain and restore side light and fan light joinery to the front door.	*The timber joinery surrounding the door appears to be in sound condition and can be retained/repaired.*
5.	Treatment of the render to the gable end must be carried out by hand, involving inspection and removal of loose, unfit or drummy render by hand, and replacement or patch repair as necessary with a cement of matching consistency and type (likely including lime).	*The render appears to be in sound condition. Full replacement is not supported.*
6.	Should the barge board require replacement, the decorative diamond shapes must be reinstated on the new barge board.	*This element contributes towards the aesthetic significance of the place within the streetscape.*
7.	The proposed colour scheme to the primary dwelling should adopt an appropriate Federation/Edwardian era colour scheme, as set out in Heritage	*The proposed extensive use of white is not in keeping with colour schemes for Edwardian/Federation era dwellings.*

	Victoria *What house is that? A guide to Victoria's housing styles* (3rd ed.).	*Further, no detail is provided as to the colour scheme for decorative elements.*
8.	Ensure that the roofing material specified for the primary roof is Heritage Grade Z600, not Colorbond. Amend plans accordingly.	*Although the material schedule specifies red coloured Heritage Grade Z600, the material specified on Plans Part 2 (page 5 of PDF) identify it as 'red coloured colour bond corrugated roof metal'.*
9.	Provide detail on the drawings for the new verandah post and porch. Specify turned timber posts with simple decorative detail, coupled with simple timber brackets. For reference, consult: Ian Evans, 1986 [1988]. The Federation house: A restoration guide. The Flannel Flower Press, Mullumbimby NSW.	*This will assist with visually integrating the dwelling into the streetscape and is aesthetically appropriate to the dwelling itself.*
10.	Provide a contrasting but complimentary material to the exterior walls of the rear extension as a replacement for the proposed weatherboards.	*An alternative material will distinguish the original building footprint from the extension.*
11.	As part of the chimney reinstatement works, the new chimneys should match the location, height, materiality and profile of the former chimneys. This work should be evidenced by photographs of the building prior to demolition; these are available on Google Streetview. Amend plans accordingly to include this detail.	*Replication of original features which have photographic evidence will have a positive heritage outcome for the site.*

SUGGESTED ADDITIONAL WORKS TO DISCUSS WITH APPLICANT:

Suggested restoration works that would enhance the appearance of the heritage building includes:

- Replace front façade windows with an appropriate Federation style, taking into consideration materials, form and proportions. For reference, consult: Ian Evans, 1986 [1988]. *The Federation house: A restoration guide*. The Flannel Flower Press, Mullumbimby NSW.

SIGNED:

Corinne Softley

DATED: 1 September 2020

Attachment 4 - PLN20/0237 - 10 Taylor Street Fitzroy North - Engineering Comments

CITY OF YARRA

MEMO

To: **Robert Galpin**

From: **Artemis Bacani/Daniel Chila**

Date: **21 September 2020**

Subject: **Application No:** **PLN20/0237**
Description: **Ground and First Floor Addition**
Site Address: **10 Taylor Street, Fitzroy North**

I refer to the above Planning Application received on 25 August 2020 in relation to the proposed development at 10 Taylor Street, Fitzroy North. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Kennon +	*TP Ground Floor Plan* *TP Elevations*	D B	23 August 2020 5 August 2020

DEVELOPMENT LAYOUT DESIGN

Layout Design Assessment

Item	Assessment
Access Arrangements	
Access via Laneway (Along Eastern Boundary)	The submitted drawings show that the laneway along the eastern boundary of the site has a carriageway width of 3.30 metres. The laneway can be accessed off Clauscen Street as well as Taylor Street.
Garage - Doorway Width	It is unclear what the doorway width is for the garage. The ground floor plan shows two measurements, 3.78 metres and 3.18 metres. The applicant is to clarify what these two measurements represent.
Car Parking Modules	
Single Garage	The internal dimensions for the single garage is 3.78 metres wide by 5.83 metres in depth to satisfy *Design standard 2 – Car parking spaces*.
Vehicle Turning Movements	A minimum garage doorway width of 4.3 metres is required off a 3.30 metre wide laneway to allow for the turning movements of a B85 design vehicle into and out of the property; refer to *Diagram 1* below which represents the minimum doorway width for right angle access into the garage as per *AS2890.1:2004*.

Other Items	
Proposed Vehicle Access – Laneway	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab.

Design Items to be Addressed

Item	Details
Garage – Doorway Width	The applicant is to clarify the measurements of 3.18 metres and 3.78 metres at the front of the garage. What do these measurements represent?
Vehicle Turning Movements	The applicant is to provide a 4.3 metre wide garage doorway as per the requirements of *AS2890.1:2004* as shown below in *Diagram 1*.
Proposed Vehicle Access – Laneway	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the west and east edge of the laneway, the centreline of the laneway and the finished floor level of the slab.

ENGINEERING CONDITIONS

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.
- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Attachment 4 - PLN20/0237 - 10 Taylor Street Fitzroy North - Engineering Comments

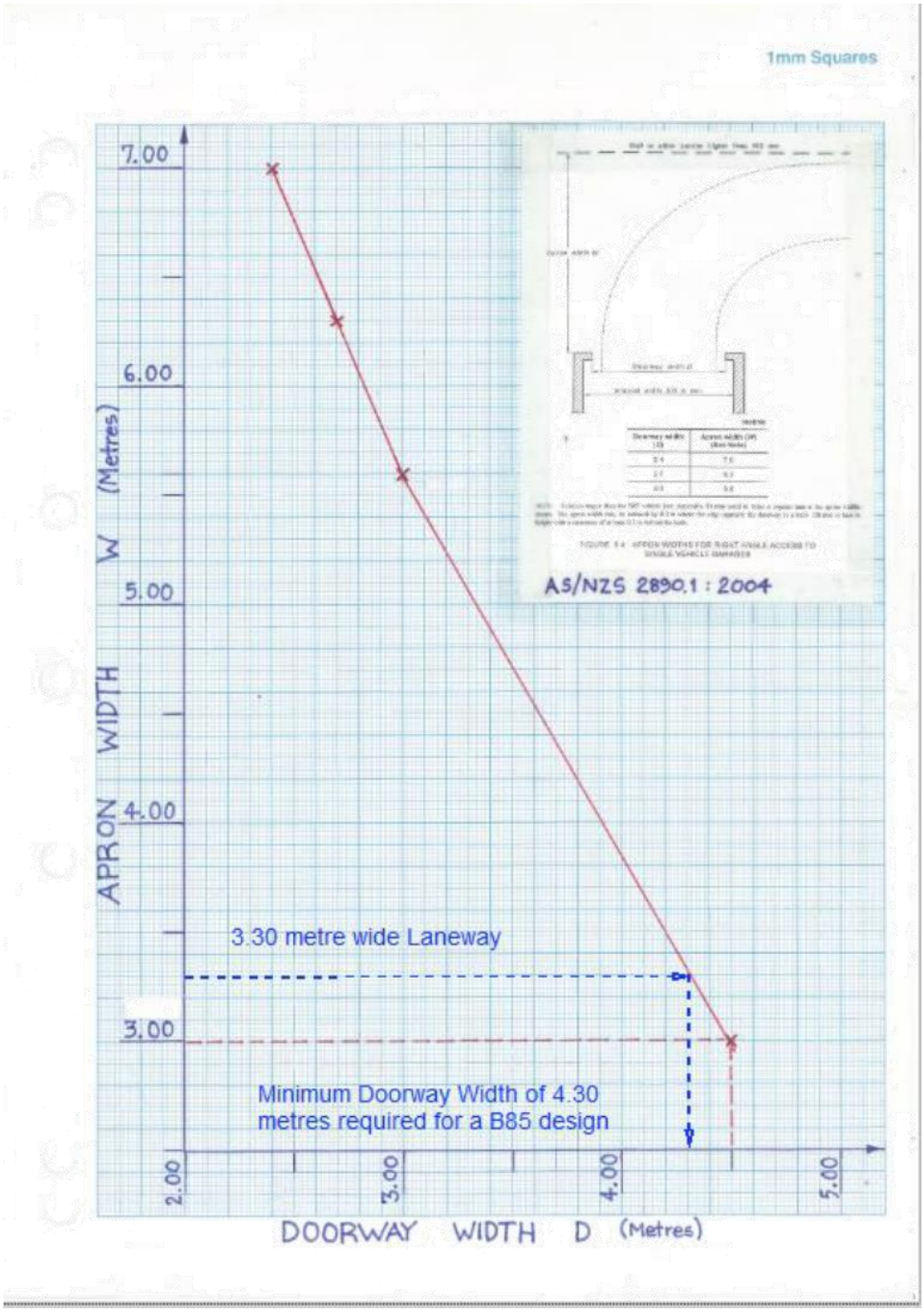


Diagram 1

Attachment 5 - PLN20/0237 - 10 Taylor Street Fitzroy North -Updated Engineering Comments (in response to 57A plans

Galpin, Robert

From: Chila, Daniel
Sent: Monday, 23 November 2020 1:19 PM
To: Galpin, Robert; Bacani, Artemis
Subject: RE: Content Manager Document : D20/143816 : PLN 20/0237 - 10 Taylor Street Fitzroy North - Engineering Comments

Hi Robert

I just checked this over and can confirm that the turning template works for the revised garage doorway.

Cheers

Daniel Chila
Student Engineer
Monday-Friday
City of Yarra
345 Bridge Road, Richmond 3121
33Daniel.Chila@yarracity.vic.gov.au

-----Original Message-----
From: Galpin, Robert
Sent: Friday, 20 November 2020 11:35 AM
To: Chila, Daniel <Daniel.Chila@yarracity.vic.gov.au>; Bacani, Artemis <Artemis.Bacani@yarracity.vic.gov.au>
Subject: RE: Content Manager Document : D20/143816 : PLN 20/0237 - 10 Taylor Street Fitzroy North - Engineering Comments

Hi Team,

I have received some updated plans with regards to the referral comments you provided for 10 Taylor Street Fitzroy North.

The proposal seeks to widen the garage door to 4.3m as requested. I think it should be ok but given this application is going to a Council Meeting do you mind having a very quick look to confirm?

Thanks

Robert Galpin
Senior Statutory Planner
STATUTORY PLANNING
City of Yarra PO Box 168 Richmond 3121
ABN 98 394 086 520

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Follow us on Facebook, Instagram and Twitter

Attachment 5 - PLN20/0237 - 10 Taylor Street Fitzroy North -Updated Engineering Comments (in response to 57A plans

-----Original Message-----
From: Chila, Daniel
Sent: Monday, 21 September 2020 11:04 AM
To: Galpin, Robert <Robert.Galpin@yarracity.vic.gov.au>
Cc: Bacani, Artemis <Artemis.Bacani@yarracity.vic.gov.au>
Subject: Content Manager Document : D20/143816 : PLN 20/0237 - 10 Taylor Street Fitzroy North - Engineering Comments

Hi Robert

Please find the attached engineering comments for the development at 10 Taylor Street in Fitzroy North.

Please let me know if you have any further queries!

Kind Regards

Daniel Chila
Student Engineer
Monday-Friday
City of Yarra
345 Bridge Road, Richmond 3121
33Daniel.Chila@yarracity.vic.gov.au

6.4 PLN19/0428 - 178 - 182 Bridge Road, Richmond - Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements

Executive Summary

Purpose

1. This report provides the Planning Decisions Committee (PDC) with an assessment of a planning application submitted for 178-182 Bridge Road, Richmond. The report recommends approval of the application, subject to a number of conditions.

Key Planning Considerations

2. Key planning considerations include:

   (a) Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay;
   (b) Clause 22.05 – Interface Uses Policy;
   (c) Clause 22.17 – Environmentally Sustainable Development;
   (d) Clause 34.01 – Commercial 1 Zone;
   (e) Clause 43.01 – Heritage Overlay;
   (f) Clause 43.02 – Design and Development Overlay - Schedule 21;
   (g) Clause 52.06 – Car Parking; and
   (h) Clause 58 - Apartment Developments.

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Policy and strategic support;
   (b) Dwelling use;
   (c) Built form, urban design and heritage;
   (d) Clause 58, including internal amenity and ESD considerations;
   (e) Off-site amenity impacts;
   (f) Car parking and traffic; and
   (g) Objector concerns.

Submissions Received

4. A total of twenty-five (25) objections and one letter of support were received to the application, and can be summarised as follows:

   (a) Built form, height, scale, setback and design (wedding cake presentation);
   (b) The built form responds to anticipated future multi-level built form to the east and west, which will unlikely occur;
   (c) Impact on heritage values;
   (d) Impacts on views to Pelaco Sign, Richmond Town Hall and impact on heritage skyline;
   (e) Equitable development for eastern and western abutting properties and southern adjacent residential property at No. 2 Waltham Street;
   (f) On-site amenity;
   (g) Insufficient transition in built form to the Neighbourhood Residential Zone 1;
   (h) Off-site amenity impacts;
   (i) Wind tunnel impact;
   (j) Impact on car parking;
   (k) Impact on social wellness with regard to lack of visitor and customer parking;

(l) One loading bay and one accessible car space should be provided on site;
(m) Deliveries via Bridge Road frontage;
(n) Greenhouse gas emissions due to air conditioning units;
(o) Loss of property values;
(p) Applicant did not consult with surrounding owners;
(q) Disruption during construction phase, including noise and impact on traffic and tram services along Bridge Road;
(r) A construction management plan should be prepared in consultation with neighbouring properties.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key modifications as shown on the amended sketch plans received by Council on 25 September 2020, including:

(a) Sloping partition walls to eastern and western boundaries at the Bridge Road frontage at Levels 4 and 5 so as to reduce the repetitive 'wedding cake form' created by the partition walls;
(b) Modifications to the fenestration of the northern wall at Levels 1-3 to provide less variation in architectural treatment along the Bridge Road frontage;
(c) Deletion of the two central verandah posts to ensure improved free passage to the tram stop and less clutter at the Bridge Road frontage;
(d) The eastern and western boundary walls to consist of a light grey textured precast finish to the upper levels to provide some texture along the boundary walls; and
(e) The schedule of colours and finishes updated in accordance with the amended sketch plans received by Council on 25 September 2020.

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

6.4 PLN19/0428 - 178 - 182 Bridge Road, Richmond - Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements

Reference: D20/155110
Authoriser: Senior Coordinator Statutory Planning

Ward:	Melba
Proposal:	Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements
Existing use:	Commercial
Applicant:	SJB Planning Pty Ltd
Zoning / Overlays:	Commercial 1 Zone / Adjoining Road Zone, Category 1 Heritage Overlay – Schedule 310 Design and Development Overlay – Schedule 21
Date of Application:	1 July 2019
Application Number:	PLN19/0428

Planning History

1. Planning Permit PL04/0995 was issued on 8 March 2005 for No. 178 Bridge Road for part demolition, buildings and works and waiver of car parking.

2. Planning Permit PL05/1258 was issued on 22/06/2006 for part demolition, buildings and works to shopfront.

3. Planning Application PLN14/1171 was refused by Council in 2016 for part demolition and use and development of the land for the construction of a seven (7) storey building containing dwellings and shops (no permit required for use), reduction in car parking requirements and a waiver of the loading bay requirement. A VCAT appeal was lodged against Council's decision, however the appeal was subsequently withdrawn.

4. Planning Application PLN18/0192 was submitted to Council on 26 March 2018 for partial demolition and construction of a seven storey building containing retail, office and dwellings (permit required for dwelling use), partial demolition and a reduction of car parking. This application has since lapsed.

Planning Application Background

<u>Lodgment of updated Waste Management Plan (24 July 2020)</u>

5. On 24 July 2020, the applicant submitted an updated Waste Management Plan (WMP) by Northern Environmental Design, dated 07/07/2020, to address issues and outstanding information identified by Council's City Works Branch, including:

    - Total space of the waste storage area in M^2;
    - Total footprint of suggested bins in M^2;
    - Waste generation rates to align with Yarra's MUD Guidelines;
    - Food waste diversion management;
    - E-waste and hard waste storage areas;

- A clause in the WMP stating potential review into the service if operational requirements change;
- The bin store plan to show path of access from the bin store to the bin collection point, hard waste and e waste storage.

6. Council's City Works Branch reviewed the updated WMP dated 7 July 2020 and confirm that the above matters are now satisfied.

Lodgment of 'without prejudice sketch plans'

7. On 28 August 2020, the applicant submitted amended 'without prejudice plans' in an effort to address the design recommendations identified by Council's Urban Designer and shading devices as recommended by Council's ESD Officer, and includes:

   (a) Replacement of the repetitive form created by the partition walls on the sides of the balconies with sloping partition walls;
   (b) Provision of less variation in material and architectural treatment along Bridge Road frontage;
   (c) Provision of textured panelling along the eastern and western walls;
   (d) Removal of two central structural posts to the front verandah;
   (e) The use of charcoal metal finish is reduced and the provision of a light grey brickwork in lieu of dark grey brickwork to the front wall; and
   (f) The inclusion of northern shading devices at Levels 1-3.

8. The sketch plans have addressed all urban design recommendations except for one, i.e. the woodland grey paint finish to the front verandah is retained and not changed to match the respective heritage buildings. Council's Urban Design Officer has accepted this on the basis that Council's Heritage Advisor raised no concern with the paint finish.

Lodgment of 'sketch plans' (25 September 2020)

9. On 25 September 2020, the plans discussed above were formally submitted as 'sketch plans' incorporating all of the changes outlined, including showing the depth of the new northern shading devices.

10. Assessment is based on the advertised plans, with reference made to the sketch plans received on 25 September 2020.

The Proposal

11. The proposal is for partial demolition, construction and use of a six storey mixed-use building containing retail premises and dwellings (permit required for dwelling use only), construction of a verandah over a Road Zone Category 1 and a reduction of the car parking requirements. The proposal particulars can be summarised as follows:

    Demolition

12. The proposed demolition works to the two heritage shopfronts on site include:

    (a) Demolition at the rear of the double storey shopfront at No. 178 Bridge Road, including ground and first floors, walls and roof. The heritage shop at the street frontage will be retained for a depth of 8m (to the depth of the hipped roof), however the entry door will be replaced with a new glazed door comprising black aluminium frame. The north-facing vertical double-hung windows at Level 1 will be removed and replaced with new double-glazed windows generally to match existing, and the roof will be removed and replaced with galvanised metal sheet finish. The northern chimney will be retained, while the southern chimney will be demolished;

(b) Demolition works to the rear of the single storey shopfront at Nos. 180-182 Bridge Road, including walls and roof. Heritage fabric to be retained includes the front façade and parapet, the western boundary wall for a depth of 8m from the street, the walls to the recessed entry, in part, and the return wall along the eastern boundary for a depth of 0.6m. The shopfront windows will be removed and replaced with new clear glass shopfront windows with black aluminium framing, the entry door will be removed and replaced with new glass and timber panel doors with grey border and a new concrete ramp will be constructed to the communal entry.

(c) In addition to the above, the existing canopies to the two shopfronts over the Bridge Road footpath will be demolished as will the rear boundary and internal fencing (not shown on plans). A condition can require these items to be reflected on the demolition plans.

Treatment to front facade of heritage buildings

13. The tile finish to the front façade of the double storey Victorian era shop at Lower Ground Level will be retained. The front façade of the double storey, Victorian era shop at Level 1 will be repainted in a beige colour, to match existing.

14. The front façade and parapet to the single storey shopfront at Nos. 180-182 Bridge Road will be rendered flat and painted in off-white colour, to match existing.

Use and buildings and works

15. As a general description, the proposal is a six storey, mixed use development recessed behind the two Victorian era shopfronts at the Bridge Road frontage. A retail tenancy is to be provided at Lower Ground Level generally to the western side of the Bridge Road frontage and dwellings are provided above at Levels 1-5. Car parking is provided at Upper Ground Level at the rear of the site, accessed off Sheridan Place to the rear.

16. The development comprises:

(a) 151m^2 retail floor space at Lower Ground Level;
(b) 15 apartments at Levels 1-5;
(c) A total of 3 car spaces at Upper Ground Level, accessed off Sheridan Place to the rear;
(d) A total of 17 bicycle spaces within a bike store at Upper Ground Level; and
(e) An 18m^2 communal waste store located at Upper Ground Level, with bin transfer and collection to occur to the rear along Sheridan Place.

17. Entry to the retail tenancy is provided via a single door along the Bridge Road frontage and via double doors to the communal entry at the eastern side of the Bridge Road frontage.

18. Entry to the dwellings is provided via the communal entry at the Bridge Road frontage, eastern side, and via a secondary entry at the rear of the building, off Sheridan Place. Access to the dwellings at Levels 1-5 is provided via communal lift and stairwell.

19. A summary of dwelling details is provided in the following table:

Dwelling	Level	Beds	Useable balcony	Internal Storage	External storage
1	1	1	14.94m^2	10.9m^3	-
2	1	1	23.43m^2	16.4m^3	-
3	1	1	14.1m^2	10.7m^3	-
4	1	1	14.4m^2	10.7m^3	1m^3 (L1)
5	2	1	10.4m^2	12m^3	-
6	2	1	9.0m^2	15.6m^3	-
7	2	1	14.4m^2	10.7m^3	-

8	2	1	14.1m^2	10.7m^3	1m^3 (L1)
9	3	1	10.4m^2	12m^3	-
10	3	1	9.0m^2	15.6m^3	-
11	3	1	8.8m^2	9.9m^3	1.4m^3 (L1)
12	3	1	9.1m^2	9.1m^3	2.1m^3 (L1)
13	4	2	26.21m^2	12.4m^3	2m^3
14	4	2	16.1m^2	14.8m^3	1.4m^3 (L1)
15	5	2	26.42m^2 & 9.28m^2	11.6m^3	3.1m^3

Built form and architectural detail

20. The existing double storey and single storey shopfronts at the Bridge Road frontage will be retained and will include clear glazing at the street frontage. The recessed entry to the single storey shop at No. 180-182 Bridge Road will be retained and will be used as the communal entry to the building. A new verandah will be constructed over the Bridge Road footpath comprising a lean-to roof profile with semi-circular element over the communal entry and five posts, taking inspiration from the former verandah to the Forbes Auction Rooms at 180-182 Bridge Road c1950s. The fascia, circular element and posts will be painted dark grey and the roof will have a grey galvanised metal finish.

21. Behind the street edge form, the proposed development steps up to a maximum 20.2m building height, with the roof top plant projecting 1.3m above roof level.

22. At the Bridge Road frontage, the upper level development is setback 6m at Level 1 and 6m and 8.2m to the eastern and western ends of Levels 2 and 3 to allow for recessed balconies. The 6m setback behind the front façade to No. 180-182 Bridge Road is used as two terraces to the dwellings at Level 1. Level 4 is setback 10.3m from the street, with a 2.9m deep balcony across the building façade projecting into this setback. Level 5 is setback further to 15.4m from the street, with 3.5m deep balcony across the building façade projecting into this setback.

23. To the rear of the site along the Sheridan Place interface, the development comprises a somewhat consistent 3.17m setback at Upper Ground Level and at Levels 1-3. A minor projection is found at the Upper Ground Level to the eastern side and 2m deep balconies at Levels 1 and 2 project into this setback. At Level 4 the building sets back from Sheridan Place 5.9m, with a 2.1m deep centrally located balcony projecting into this setback. At Level 5 the building sets back again with 6.4m setback from the laneway.

24. The development is constructed the eastern and western side boundaries to a maximum six storeys. A 3m x 3m lightwell is located midway along the eastern boundary.

25. The roof top plant and lift core is centrally located with 15.5m and 17.6m setback from Bridge Road.

26. The upper levels will comprise dark grey brickwork, charcoal metal, off-white render finishes and clear glass windows to the Bridge Road façade and light grey precast concrete walls to the side boundary walls. The front facade comprises a variation of architectural treatment, fenestration and materials at Levels 1-3 and as identified by Council's Urban Design Unit this takes place in 4 vertical sections across the front wall.

27. The proposal integrates landscaping within the built form in the form of planter boxes along the northern perimeter to the terraces/balconies at Levels 1, 4 and 5.

28. To the rear, the building comprises a consistent architectural presentation, with consistent fenestration, balconies and finishes, including light grey precast concrete wall at the Upper Ground Level, an off-white render finish to Levels 1-5, clear glass windows, and dark grey horizontal balcony privacy screens.

29. In other regards:

(a) a fire booster cupboard is located at the Bridge Road frontage, integrated into the front façade at Lower Ground Level to the eastern side, with an off-white render finish to the cupboard doors to match the front façade;
(b) the building comprises an array of 20 roof top solar panels;
(c) a 7,000 litre underground water tank is located south of the building, connected to toilet flushing in all 15 apartments; and
(d) the provision of 1 car space with EV charging station is provided within the garage.

Reduction in car parking requirements

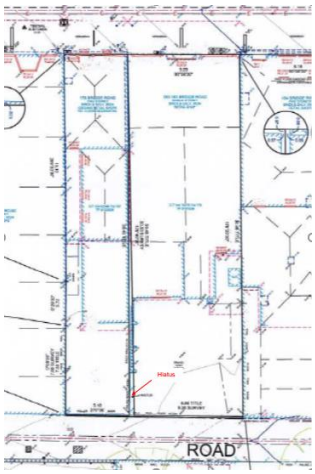
30. Three car spaces are proposed on site, allocated to the 3 x 2 bed dwellings. The applicant is seeking a total reduction of 17 car spaces, which invludes 5 car spaces associated with the retail tenancy and 12 car spaces associated with the 12 x 1 bed dwellings.

Existing Conditions

Subject Site

31. The subject site consists of two side-by-side properties along the southern side of Bridge Road, known as No. 178 Bridge Road (west) and Nos. 180-182 Bridge Road (east), located midway between Peluso Place and Waltham Street, in Richmond. No. 178 Bridge Road comprises a 5.19m frontage to Bridge Road, No. 180-182 Bridge Road comprises a 9.09m frontage to Bridge Road, with a combined 14.28m frontage to the street. The site has a depth of 30.5m and a combined site area of 437m^2. The site comprises an approximate 3m north-easterly fall toward the Bridge Road frontage.

32. As highlighted in the correspondence by Peter Mulcahy & Associates P/L, dated 12 March 2020, a narrow hiatus parcel of land is located between the two lots at the rear of the site (see below). This hiatus land has no formal status or title. It is the intention of the applicant to submit an application to Land Victoria to amend the title to take up the land in the excess. In light of this, a condition should be included requiring that no development take place outside the title boundaries. This will act as a mechanism to ensure that no development can take place across the hiatus land, until the updated Title/s are released.



Hiatus shown (applicant supplied)

33. For assessment purposes, the development will be assessed with hiatus land included.

178 Bridge Road, Richmond

34. No. 178 Bridge Road comprises a single fronted, double storey Victorian era terrace with shop and shop-top residence. This building is constructed to the Bridge Road frontage and side boundaries.

The building comprises a glazed shopfront with recessed glazed entry offset to the west side, light yellow tile finish with black and green bands and canopy over the Bridge Road footpath at ground level and a beige render finish, with two vertical double hung windows and simple parapet along the front wall at first level. The side walls are red brick. Beyond the front parapet is a galvanised hipped roof form with two chimneys along the western boundary. Double and single storey additions are located to the rear. Open car parking is provided at the rear of the site, accessed via Sheridan Place and double roller door at the rear of the site.

180-182 Bridge Road, Richmond

35. No. 180-182 Bridge Road comprises a double fronted, single storey Victorian era shop comprising glazed shopfront windows with black framing, a centrally located recessed glazed entry with sidelights and transom with black framing, an off-white rendered finish, canopy over the Bridge Road footpath and a tall stepped parapet along the street frontage designed in three bays with raised central cap to each bay and raised piers in between. The wall to the parapet is recessed and includes street number and 'Forbes' sign imprinted into the central bay. Beyond the front parapet to the rear is a flat and low profile gable roof and single storey additions to the rear. Open car parking is provided at the rear of the site, accessed via Sheridan Place and double roller door at the rear of the site.

Subject site, looking south from Bridge Road (Source: Google maps, streetview Jul. 2019)

36. No covenants or easements affect the certificates of title submitted for the subject site.

Surrounding Land

37. The site is located within the Bridge Road Major Activity Centre (MAC). The Bridge Road MAC is a long commercial shopping strip that extends from Punt Road in the west to the Yarra River in the east, comprising an array of retail, dining and community, health and business services in addition to residential uses at upper levels. The built form in the Bridge Road MAC is evidently varied in style, scale and era, however the immediate streetscape in this section of Bridge Road, between Punt Road in the west and Church Street in the east, displays a more consistent character with one and two storey Victorian and Edwardian era shopfronts along the Bridge Road frontage, with evident taller built form located behind.

38. As identified by the Tribunal in the *Richmond 048 Service Pty Ltd ATF Richmond 048 Trust v Yarra CC [2018] VCAT 1167* decision for site Nos. 150-152 Bridge Road and 1-3 Allowah Terrace, Bridge Road is designated in the Scheme and Plan Melbourne as a major activity centre which means it is an area where intense new development is encouraged. Such development is evident already as the strip is undergoing physical change, particularly on the north side of Bridge Road between Punt Road and Church Street.

39. Along the north side of the Bridge Road MAC west of Church Street, Bridge Road has experienced, and is continuing to experience, significant redevelopment. Recently constructed buildings and current approvals range between 7 and 14 storeys. The upper levels of these developments are set back between 12m and 19m from Bridge Road, maintaining the existing shopfronts as the dominant element within the streetscape.

40. Multi-storey development along the northern side includes the 8 storey mixed use development located opposite the subject site at Nos. 209-211 Bridge Road and No. 32 Bosisto Street, Richmond.

41. The south side of Bridge Road has experienced limited redevelopment to date and presents as a relatively intact heritage streetscape. However, it is of note that VCAT recently approved a five storey development at No. 242 Bridge Road, located along the southern side of Bridge Road toward the Church Street end. Planning Permit PLN16/1027 was issued on 1 March 2018 for use of dwelling at ground level, part demolition and construction of a five storey addition and reduction of car parking requirements. Construction of this development has not yet commenced.

42. It is also of note that at the recent PDC Meeting on 23 September 2020 Council resolved to support a commercial development across two nearby properties at Nos. 150-152 Bridge Road, 1-3 Allowah Terrace and 195 Lennox Street consisting of part demolition of existing buildings to construct a multi-level commercial complex (maximum six storeys plus roof plant/roof garden and two level basement) for use as office (including associated event/showroom and wellness centre), medical suites and retail (no permit required for use), construction of a canopy over a Road Zone Category 1, and reduction in car parking requirements associated with office and retail uses. The applicant lodged an appeal at the Victorian Civil and Administrative Tribunal (VCAT) under S79 of the *Planning and Environment Act (1987)* (the Act) for failure to determine within the prescribed time. A compulsory conference was held on 14 October 2020 with the hearing scheduled for 14 December 2020.

North

43. To the north of the site is Bridge Road, comprising a 20m wide road reserve, metered parallel on-street parking, bicycle lanes and tram services including Tram Routes 48 and 75, with tram stop No. 17 located forward of the subject site.

West

44. To the west of the site is the former Love & Lewis, later Lover & Pollards, Department Store building at Nos. 170-176 Bridge Road. This building is a double storey, Victorian era commercial building presenting as a triple storey scale with estimated 11.2m building height. This building is constructed to the Bridge Road frontage and common boundary with the subject site and comprises four separate glazed shopfronts along the Bridge Road frontage at ground level with painted brick work finish in varying colours and tiered canopy over the Bridge Road footpath and a consistent rendered finish with arched windows, a high parapet with evenly placed piers and moulding in maroon and green painted finish at first level along the Bridge Road frontage. Beyond the front parapet to the rear is a series of galvanised transverse gable roof forms.

East

45. To the east is a double fronted, double storey Victorian era commercial building. This building also stands prominently in the streetscape, with estimated maximum 12.5m building height to a prominent galvanised hipped roof form beyond the front parapet. The building comprises a glazed shopfront with black render finish and entry to the western side along the Bridge Road frontage at ground level.

Circle and square configured fenestration break up the ground and first levels along the front facade. At first level the building comprises a light yellow render finish two vertical double-hung windows, a recessed balcony centrally located along the front façade with arch and piers, bold moulding detailing and high intricate parapet with central pediment and piers. Moulding to the front façade at first level is painted in dark green colour. Beyond the front parapet is a high pitched and low pitched galvanised roof to the north and south. To the rear of the double storey building are single storey additions.

South

46. To the south of the site is Sheridan Place, a laneway providing rear vehicular access to various commercial premises fronting Bridge Road. Sheridan Place is flanked with double and triple storey side and rear walls, boundary fences and roller doors to the north and the boundary fence/wall to No. 2 Waltham Street to the south.

47. Beyond Sheridan Place to the south is the rear open car park to Nos. 170-176 Bridge Road (west) and the rear secluded private open space (SPOS) to No. 2 Waltham Street (west). No. 170-176 Bridge Road is located within the C1Z. The open car park is raised above the laneway level and accessed off Peluso Place to the west. No. 2 Waltham Street is located within the NRZ1. The SPOS to No. 2 Waltham Street comprises a high brick wall and small outbuilding constructed along Sheridan Place. The SPOS at No. 2 Waltham Street wraps around the dwelling to the north and south sides, with a deck area to the north side of the dwelling.

Local services and facilities available to the site

48. The site has immediate access to the retail, dining, community, health and business services along the Bridge Road MAC and is located 2km from the Melbourne CBD.

49. The site is within the Principal Public Transport Network (PPTN) area. The site comprises immediate access to Tram Routes 48 and 75 along Bridge Road, with tram stop No. 17 located forward of the site, is within 220m from Tram Route 78 along Church Street, and is within reasonable walking distance to the bus services along Punt Road and the West Richmond Railway Station.

50. The site also benefits from immediate access to the on-road bicycle network with bicycle lanes provided along Bridge Road and bicycle lanes provided along Lennox Street and Church Street 150m west and 220m east of the site, respectively.

51. Bridge Road comprises 2P ticketed parking and a clearway affecting the north and south sides during the afternoon and morning periods, respectively.

52. The site also benefits from convenient access to a GoGet CarShare pod along Waltham Street located 50m east of the site.

Aerial image of subject site and broader area (Source: Google maps, mapdata 2020)

Planning Scheme Provisions

Zoning

*Clause 34.01 - Commercial 1 Zone (**C1Z**)*

53. The site is located within the C1Z. The purpose of the C1Z is as follows:
    (a) To implement the Municipal Planning Strategy and the Planning Policy Framework.
    (b) To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
    (c) To provide for residential uses at densities complementary to the role and scale of the commercial centre.

54. Pursuant to Clause 34.01-1 of the Scheme, accommodation (including dwelling) is a section 1 – permit not required use subject to condition *any frontage at ground floor level must not exceed 2 metres.* The communal entry to the dwellings occupies 6.8m of the Bridge Road frontage and does not meet the condition, therefore a permit is required for the dwellings.

55. Pursuant to Clause 34.01-1 of the Scheme, retail premises is a section 1 – permit not required use.

56. Pursuant to Clause 34.01-4, a permit is required to construct a building or construct or carry out works. An apartment development must meet the requirements of Clause 58.

Clause 36.04 - Road Zone

57. Pursuant to Clause 36.04-2, a permit is required to construct a building or construct or carry out works for a use in Section 2 of Clause 36.04.1. Under Clause 36.04-1, retail and accommodation are innominate uses and therefore fall into the section 2 - permit required category. As such, a permit is required for the construction of a new verandah over the Bridge Road footpath.

58. Pursuant to Clause 36.04-3, amongst other things Council must consider the views of the relevant road authority.

Overlays

Clause 43.01 - Heritage Overlay (HO310 Bridge Road Precinct, Richmond)

59. Pursuant to Clause 43.01-1, a permit is required to demolish or remove a building, to construct a building or construct or carry out works, and to externally alter a building by structural work, rendering, sandblasting or in any other way.

60. Under Clause 43.01-1, a permit is required to externally paint a building if the schedule specifies external paint controls apply. External paint controls apply under the HO310.

61. As identified in the incorporated document City of Yarra Review of Heritage Areas 2007 Appendix 8 the buildings on site are graded 'contributory' to the HO310 Bridge Road Precinct, Richmond.

Clause 43.02 - Design and Development Overlay (DDO21 – Bridge Road Activity Centre)

62. Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works. The buildings and works must be constructed in accordance with the requirements of the schedule.

63. The DDO21 is an interim control and is set to expire on 30 June 2021. Permanent controls are proposed to be introduced through the full amendment process, these controls are currently in the preliminary planning stage.

64. Under Schedule 21, the site is located within Precinct 1 – Bridge Road West. Schedule 21 comprises the following mandatory requirements for the site:
    (a) The heritage frontage to Bridge Road must be retained;
    (b) The built form above must be setback at least 6m from the Bridge Road frontage; and
    (c) The maximum building height is 21m.

Particular Provisions

Clause 52.06 – Car Parking

65. Pursuant to Clause 52.06-2 of the Scheme, the car parking spaces required under Clause 52.06-5 of the Scheme must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the requirement to provide the number of car parking spaces required under this clause. Pursuant to Clause 52.06-5 of the Scheme, the car parking requirements for the proposed development are taken from column B of table 1 given the land is identified as being within the PPTN Area.

66. Under Clause 52.06-5, the proposed provision and subsequent shortfall are shown below:

Land Use	Quantity/size	Statutory Rate	Required car spaces	Proposed car spaces	Reduction Sought
Shop	151m^2	3.5 car spaces to each 100m^2 of leasable floor area	5.2 (or 5 rounded down)	0	5
Dwelling	15 x 1 & 2 bed dwelling	1 space to each 1 or 2 bed dwelling, plus 0 visitor spaces to every 5 dwellings.	15	3	12
Total	**-**	**-**	**20**	**3**	**17**

67. In this instance, a planning permit is required to reduce the statutory requirements by 17 spaces.

Clause 52.34 – Bicycle Facilities

68. Pursuant to Clause 52.34-1, a new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

69. The bicycle facilities requirements at Clause 52.34-5 are shown below:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwelling	15	In developments of four or more storeys, 1 resident bike space to each 5 dwellings	3 resident spaces	
		In developments of four or more storeys, 1 visitor bike space to each 10 dwellings	1.5 visitor spaces (or 2 to the nearest whole number)	
Retail premises other than specified in Table 1 to Clause 52.34-5	151m^2	1 employee space to each 300 sqm of leasable floor area	0.5 employee spaces (or 1 to the nearest whole number)	
		1 shopper space to each 500 sqm of leasable floor area	0 shopper spaces	
Bicycle Parking Spaces Total			**4 resident/ employee spaces**	**17 resident/employee spaces**
			2 visitor spaces	**0 visitor spaces**

70. The development comprises a total 17 bicycle spaces within the bike store. The total bicycle space provision exceeds the statutory requirement, however given these bicycle spaces are located inside the bike store they are considered to catered only to resident/staff use. The development doesn't include easily accessible visitor bicycle spaces, and therefore falls short of the 2 visitor bicycle spaces required under Clause 52.34. This is addressed in further detail later in the report.

Clause 58 - Apartment Developments

71. The provisions of Clause 58 apply to an application to construct or extend an apartment development if the apartment development is in the C1Z. A development must meet all of the objectives and should meet all of the standards of the Clause.

General Provisions

Clause 65 - Decision Guidelines

72. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the Municipal Planning Strategy and the Planning Policy Framework, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

73. The following PPF provisions of the Scheme are relevant:

Clause 11 - Settlement

74. Under Clause 11, the Scheme outlines:
    (a) *Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services*.

Clause 11.02-1S - Supply of urban land

75. The objective of this clause is:
    (a) *To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses*.

Clause 11.03-1S - Activity centres

76. The objective of this clause is:
    (a) *To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community*.

Clause 11.03-1R- Activity centres – Metropolitan Melbourne

77. The relevant strategy of this clause is:
    (a) *Support the development and growth of Metropolitan Activity Centres by ensuring they are able to accommodate significant growth for a broad range of land uses*.

Clause 13.05-1S - Noise abatement

78. The objective of this clause is:
    (a) To assist the control of noise effects on sensitive land uses.

Clause 13.07-1S - Land use compatibility

79. The objective of this clause is:
    (a) To safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Clause 15.01-1S - Urban Design

80. The objective of this clause is:
    (a) *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity*.

Clause 15.01-1R - Urban design – Metropolitan Melbourne

81. The objective of this clause is:
    (a) *To create a distinctive and liveable city with quality design and amenity*.

Clause 15.01-2S - Building design

82. The objective of this clause is:
    (a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm*.

Clause 15.015-S - Neighbourhood character

83. The objective of this clause is:
    (a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place*.

Clause 15.02-1S - Energy and resource efficiency

84. The objective of this clause is:

(a) *To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions*.

Clause 15.03-1S - Heritage conservation

85. The objective of this clause is:
    (a) *To ensure the conservation of places of heritage significance*.

Clause 16.01-1S – Housing supply

86. The objective of the clause is:
    (a) *To facilitate well-located, integrated and diverse housing that meets community needs.*

Clause 16.01-1R – Housing supply – Metropolitan Melbourne

87. The relevant strategy of this clause is to:
    (a) Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are metropolitan activity centres and major activity centres.

Clause 16.01-2S - Housing affordability

88. The objective of the clause is:
    (a) To deliver more affordable housing closer to jobs, transport and services.

Clause 17.01-1S - Diversified economy

89. The objective of this clause is:
    (a) *To strengthen and diversify the economy*.

Clause 17.02-1S - Business

90. The objective of this clause is:
    (a) To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Clause 18.01-1S - Land use and transport planning

91. The objective of this clause is:
    (a) *To create a safe and sustainable transport system by integrating land use and transport*.

Clause 18.02-1S - Sustainable personal transport

92. The objective of this clause is:
    (a) *To promote the use of sustainable personal transport*.

Clause 18.02-2S - Public Transport

93. The objective of this clause is:
    (a) *To facilitate greater use of public transport and promote increased development close to high-quality public transport routes*.

Clause 18.02-4S - Car parking

94. The objective of this clause is:
    (a) *To ensure an adequate supply of car parking that is appropriately designed and located*.

Local Planning Policy Framework (LPPF)

95. The following LPPF provisions of the Scheme are relevant:

Clause 21.03 – Vision

96. At Clause 21.03, the vision for the City of Yarra in 2020 is (as relevant):

Land use

(a) *Yarra will have increased opportunities for employment.*

(b) *Yarra's exciting retail strip shopping centres will provide for the needs of local residents, and attract people from across Melbourne.*

Built form

(c) *Yarra will have a distinctive identity as a low-rise urban form, with areas of higher development and highly valued landmarks*.
(d) *All new development will demonstrate design excellence*.

Transport

(e) *Most people will walk, cycle and use public transport for the journey to work.*

Environmental sustainability

(f) Buildings throughout the City will adopt state-of the-art environmental design.

97. Under the Figure 1 Strategic Framework Plan at Clause 21.03, the site is located within the Bridge Road MAC.

Clause 21.04-1 – Accommodation and housing

98. The relevant objectives of this clause are:
(a) To accommodate forecast increases in accommodation.
(b) To retain a diverse population and household structure.
(c) To reduce potential amenity conflicts between residential and other uses.

Clause 21.04-2 – Activity centres

99. The relevant objectives of this clause are:
(a) *To maintain a balance between local convenience and regional retail roles in Yarra's activity centres*.
(b) *To maintain the long term viability of activity centres*.

Clause 21.04-3 – Industry, office and commercial

100. The objective of this clause is:
(a) *To increase the number and diversity of local employment opportunities*.

Clause 21.05-1 – Heritage

101. The relevant objective of this clause is:
(a) *To protect and enhance Yarra's heritage places*.

Clause 21.05-2 – Urban Design

102. The relevant objectives of this clause are:
(a) *To reinforce the existing urban framework of Yarra*.
(b) *To retain Yarra's identity as a low-rise urban form with pockets of higher development*.
(c) *To ensure that new development contributes positively to Yarra's urban fabric*.
(d) *To enhance the built form character of Yarra's activity centres*.
(e) *To encourage the provision of universal access in new development*.

103. A relevant strategy of this Clause is Strategy 17.2:
(a) Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as:
(i) Significant upper level setbacks
(ii) Architectural design excellence
(iii) Best practice environmental sustainability objectives in design and construction

(iv) High quality restoration and adaptive re-use of heritage buildings
(v) Positive contribution to the enhancement of the public domain
(vi) Provision of affordable housing

Clause 21.05-4 – Public environment

104. The relevant objective of this clause is:
(a) *To provide a public environment that encourages community interaction and activity.*

Clause 21.06-1 - Walking and cycling

105. The objective of this clause is:
(a) To provide safe and convenient pedestrian and bicycle environments.

Clause 21.06-2 – Public transport

106. The relevant objective of this clause is:
(a) *To facilitate public transport usage*.

Clause 21.06-3 – The road system and parking

107. The relevant objectives of this clause are:
(a) *To reduce the reliance on the private motor car*.
(b) *To reduce the impact of traffic*.

Clause 21.07-1 – Environmentally sustainable development

108. The relevant objective of this clause is:
(a) To promote environmentally sustainable development.

Clause 21.08-10 – Central Richmond (Area between Bridge Road and Swan Street)

109. Clause 21.08-10 describes the Bridge Road MAC as an important regional centre and splits it into three distinct precincts describing Bridge Road West, from Punt Road to Church Street, as encompassing:
(a) *a variety of retail outlets, with an emphasis on fashion, clothing and footwear. The precinct includes the Epworth Hospital and associated health services*.

110. Under the Figure 23: Central Richmond Neighbourhood Map at Clause 21.08-10:
(a) The subject site is located within the Bridge Road MAC; and
(b) The Pelaco sign is shown as a landmark to be protected.

Relevant Local Policies

Clause 22.02 Development Guidelines for Sites Subject to the Heritage Overlay

111. This policy applies to all new development included in a heritage overlay. The relevant objectives of this Clause include to conserve Yarra's natural and cultural heritage; to conserve the historic fabric and maintain the integrity of places of cultural heritage significance; to retain significant view lines to, and vistas of, heritage places; to preserve the scale and pattern of streetscapes in heritage places; to encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places; to ensure that additions and new works to a heritage place respect the significance of the place; and to encourage the retention of 'contributory' heritage places.

112. At Clauses 22.02-5.1, 22.02-5.7.1, and 22.02-5.7.2 of the Scheme, the policy provides requirements with regard to demolition; new development, alterations and additions; and specific requirements relating to sites comprising commercial and retail heritage places or contributory elements, and specific requirements for garages, ancillaries and services.

Clause 22.03 – Landmarks and tall structures

113. The policy applies to all development. The relevant objective of this policy is to maintain the prominence of Yarra's valued landmarks and landmark signs. Amongst other things, the policy requires development to protect views to landmark signs, including the Pelaco Sign at 21-31 Goodwood Street, Richmond.

Clause 22.05 - Interface Uses Policy

114. This policy applies to applications for use or development within mixed use, business and industrial zones (including the C1Z). The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses and aims to reduce conflict between commercial, industrial and residential activities.

115. At Clause 22.05-4.2 of the Scheme, the policy requires new non-residential development near residential properties to be designed to minimise overlooking, overshadowing, visual bulk, loss of daylight, off-site acoustic impacts, unsightly views into the commercial development and light spill.

Clause 22.12 – Public Open Space Contribution

116. The subject site is in an area where land in lieu of cash is the preferred method of public open space contribution (area 3121B).

Clause 22.07- Development Abutting Laneways

117. This policy applies to applications for development that are accessed from a laneway or has laneway abuttal. The objectives of this policy are to provide an environment which has a feeling of safety for users of the laneway; to ensure that development along a laneway acknowledges the unique character of the laneway; to ensure that where development is accessed off a laneway, all services can be provided to the development; and to ensure that development along a laneway is provided with safe pedestrian and vehicular access.

118. At Clause 22.07-3 of the Scheme, the policy provides requirements in relation to traffic, vehicular access, pedestrian access, lighting, overlooking beyond the laneway, built form scale, obstruction to access along the laneway, and refuse storage.

Clause 22.16 - Stormwater Management (Water Sensitive Urban Design)

119. This policy applies to applications for new buildings. The relevant objectives of this policy is to achieve best practice water quality performance objectives; to promote the use of water sensitive urban design, including stormwater re-use; to mitigate the detrimental effect of development on downstream waterways, by the application of best practice stormwater management through water sensitive urban design in new development; and to minimise peak stormwater flows and stormwater pollutants to improve the health of water bodies (creeks, rivers and bays).

Clause 22.17 - Environmentally Sustainable Development

120. This policy applies throughout the City of Yarra to residential and non-residential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. The policy considerations are energy performance, water resources, indoor environment quality, stormwater management, transport, waste management and urban ecology. Under Clause 22.17-4 of the Scheme, a Sustainability Management Plan (SMP) is required for developments of 10 or more dwellings. A SMP has been submitted with the application material.

Other Documents

121. Clause 15.01-2S states that planning must consider as relevant:

(a) Urban Design Guidelines for Victoria (UDGV) (Department of Environment, Land, Water and Planning, 2017);
(b) Apartment Design Guidelines for Victoria (ADGV) (Department of Environment, Land, Water and Planning, 2017).

Advertising

122. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 1,310 letters sent to surrounding owners and occupiers and by two signs displayed on Bridge Road and one on the laneway. Council received 25 objections and 1 letter of support. The grounds of objection are summarised as follows:

(a) Built form, height, scale, setback and design (wedding cake presentation);

(b) The built form responds to anticipated future multi-level built form to the east and west, which will unlikely occur;

(c) Impact on heritage values;

(d) Impacts on views to Pelaco Sign, Richmond Town Hall and impact on heritage skyline;

(e) Equitable development for eastern and western abutting properties and southern adjacent residential property at 2 Waltham Street;

(f) On-site amenity;

(g) Insufficient transition in built form to the southern NRZ1;

(h) Off-site amenity impacts;

(i) Wind tunnel impact;

(j) Impact on car parking;

(k) Impact on social wellness with regard to lack of visitor and customer parking;

(l) One loading bay and one accessible car space should be provided on site;

(m) Deliveries via Bridge Road frontage;

(n) Greenhouse gas emissions due to air conditioning units;

(o) Reduction in property values;

(p) Applicant did not consult with surrounding owners;

(q) Disruption during construction phase including noise and impact on traffic and tram services along Bridge Road;

(r) A construction management plan should be prepared in consultation with neighbouring properties.

123. No consultation meeting was held as a result of the state of emergency declared in Victoria and the current health advice related to the COVID-19 pandemic.

Head, Transport for Victoria

124. In accordance with Section 52 of the Act, it was deemed that the Head, Transport for Victoria (both the Roads Corporation and Public Transport divisions) may have an interest in the application due to the works within the Road Zone, Category 1 and adjacent to an existing tram stop.

125. The Roads Corporation and Public Transport divisions of Transport for Victoria provided a combined response, requesting several conditions be implemented on any planning permit issued. A copy of the response is included as an attachment to this report.

Referrals

External Referrals

126. The application was not required to be referred to any external authorities.

Internal Referrals

127. The application was referred to the following units within Council and external consultants:

(a) Streetscapes and Natural Values Unit;
(b) Open Space Unit;
(c) Urban Design Unit;
(d) Heritage Advisor;
(e) Engineering Unit;
(f) Strategic Transport Unit;
(g) Strategic Planning Unit;
(h) City Works Unit; and
(i) ESD Advisor.

External Consultants

(j) Acoustics (SLR Consulting); and
(k) Wind (MEL Consultants).

128. All referral comments are based on the advertised plans, however, supplementary advice was received on the sketch plans from the Urban Design Unit and from the City Works Unit based on the updated WMP. The supplementary advice is also included as attachments to the report.

OFFICER ASSESSMENT

129. The primary considerations for this application are as follows:
(a) Policy and strategic support;
(b) Dwelling use;
(c) Built form, urban design and heritage;
(d) Clause 58;
(e) Off-site amenity impacts;
(f) Car parking and traffic;
(g) Car park access and layout;
(h) Bicycle facilities and strategic transport; and
(i) Objector concerns.

Policy and Strategic Support

130. The proposal has strong strategic planning policy support at both State and local levels. The subject site is within the C1Z and forms part of the Bridge Road MAC. The key purpose of the C1Z is:

    (a) *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses;* and
    (b) *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

131. The PPF and LPPF at Clause 11.03-1S and at Clause 21.04-2 encourage the concentration of retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community and support the long term viability of activity centres.

132. The PPF at Clause 16.01-1R requires management of the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are metropolitan activity centres and major activity centres.

133. The proposal provides a 151m^2 retail tenancy at ground level with 15 apartments above, pursuant to State and local planning policy. The retail tenancy will provide an active interface along the Bridge Road commercial strip and will help to support the retail focus of the Bridge Road MAC. The development provides for improved housing supply within the well serviced Bridge Road MAC, and the overall development will help to support the long term viability of the Bridge Road MAC, particularly with the provision of 15 apartments above and the new residents utilising the retail, dining, community, health and business services along Bridge Road.

134. Clause 17.02-1S of the PPF *encourages development that meets the community's needs for retail, entertainment, office and other commercial services.* The proposed retail tenancy at ground level will provide for this.

135. Clause 17.01-1S of the PPF encourages *growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region*. Clause 21.04-3 of the LPPF aims *to increase the number and diversity of local employment opportunities*. The 151m^2 retail tenancy will continue to provide an employment source for the community and is in accordance with the PPF and LPPF.

136. In addition to this, Clause 11 states that *planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.* The site has immediate access to the Bridge Road MAC, the Bridge Road tram services, is within close proximity to tram services along Church Street and is within reasonable walking distance to bus services along Punt Road and the West Richmond Railway Station. The proposed mixed use development benefits from the established settlement pattern and the existing transport, utility, social and commercial infrastructure and services available in the area, in accordance with the PPF.

137. Overall, the mixed-use development has strong strategic planning policy support. However, policy support for more intensive development on this site must be balanced with other planning considerations, including the local built form context (including streetscape, heritage values, landmarks), the proposed architectural response, equitable development opportunities, public realm, pedestrian spaces, light and shade, Clause 58 *Apartment Developments* requirements, including on-site amenity and ESD considerations, off-site amenity considerations, car and bicycle space provision and car park design.

Dwelling use

138. Of particular relevance to this application, 'dwelling' is a permit required use given the communal entrance exceeds 2m at the Bridge Road frontage, as outlined earlier in this report.

139. As identified above, a key purpose of the C1Z is *to provide for residential uses at densities complementary to the role and scale of the commercial centre*.

140. Further to this, the PPF and LPPF at Clauses 16.01-1S, 16.01-2S and 21.04-1 encourage higher density housing on sites that are well located in relation to jobs, services and public transport; a diverse range of housing choice that can also allow for aging in place; and more affordable housing closer to jobs and services.

141. The proposed development provides increased density housing above the retail tenancy and within the Bridge Road MAC, with excellent access to services, employment and public transport. Future residents will have immediate access to the retail, dining, community, health and business services offered along the Bridge Road MAC; and will be within 2km from the Melbourne CBD with convenient access to employment opportunities as well as having excellent access to public transport including Tram Routes 48 and 75 along Bridge Road, with tram stop No. 17 located forward of the site, and is within 220m from Tram Route 78 along Church Street, and is within reasonable walking distance to the bus services along Punt Road and the West Richmond Railway Station. Furthermore, the proposed development comprises a mix of 15 x 1 and 2 bed apartments, offering housing diversity and choice, more affordable housing options in the area and with lift access will allow for aging in place.

142. There is strong State and local planning policy support for high density housing at this location. However, the policy support for higher density housing must be balanced with other planning considerations, as discussed earlier. This is addressed in the following sections of the report.

Built form, urban design and heritage

143. In considering the built form, design and heritage of the proposed development the relevant considerations of the Scheme are provided at Clause 15 *Built Environment and Heritage*, Clause 21.05 *Built Form*, Clause 22.02 *Development Guidelines for sites subject to the Heritage Overlay*, Clause 22.03 *Landmarks and tall structures*, Clause 22.07 *Development Abutting Laneways*, Clause 22.16 *Stormwater Management (Water Sensitive Urban Design)*, and Clause 22.17 *Environmentally Sustainable Development*. Supplementary guidance is also provided under the Department of Environment, Land, Water and Planning's UDGV and ADGV.

144. However, more specific to the Bridge Road MAC and this development site is the interim DDO21 control. The interim DDO21 provides relevant design objectives and guidelines, including prescribed requirements for building and street wall height; setbacks; building separation; views to landmarks; overshadowing to the street; vehicular access; building design; heritage building design; and precinct specific requirements.

Bridge Road streetscape

145. Considering the strategic direction for the C1Z and Activity Centres, i.e. to create vibrant mixed use commercial centres and to support the long term viability of activity centres, more intensive development of the site and surrounding land within the Bridge Road MAC is anticipated. However, the strategic direction must be balanced against other considerations including site context, taking into consideration streetscape, heritage values and the equitable development opportunities of adjacent land.

146. As outlined earlier in the report, the Bridge Road MAC is a traditional retail strip consisting of commercial use and development, largely comprising a single and double storey street wall interface. Many commercial buildings along the strip are Victorian and Edwardian with projecting canopies and verandahs over the Bridge Road footpath. Higher development has emerged to the rear of lower scale commercial/shop buildings, mainly concentrated on the north side of Bridge Road. The south side of the Bridge Road has experienced limited redevelopment.

147. Along this stretch of Bridge Road, the southern side (including the subject site) rises noticeably to the south-west toward Richmond Hill and the Pelaco Sign site at Nos. 21-31 Goodwood Street, Richmond. Therefore, building heights and setbacks must be treated differently along the northern and southern sides of the street at this location. This is reflected in the DDO21 control whereby Precinct 1 – Bridge Road West Plan prescribes a preferred maximum building height of 28m for land on the north side of Bridge Road opposite the subject site and requires a lower mandatory maximum building height of 21m for the subject site and other adjacent land along the southern side of Bridge Road at this location.

148. The development includes the retention of the double storey Victorian era shop at No. 178 Bridge Road for a depth of 8m and the front façade to the Victorian era shop at Nos. 180-182 Bridge Road, with a retail tenancy at ground level along the Bridge Road frontage and a recessive six storey built form setback 6m from Bridge Road. Retention of the two Victorian era shopfronts and the provision of a retail tenancy at the Bridge Road frontage ensures that the immediate Edwardian/Victorian commercial character of the commercial strip is protected, that the established 1-2 storey street wall is retained and ensures an active street frontage to support the retail focus of the Bridge Road MAC. The proposed development provides a positive response at the Bridge Road interface.

149. With regard to the building height, there is planning policy support for a six storey development on site. At Clause 21.05-2, Strategy 17.2 requires development on strategic redevelopment sites or within activity centres to be no more than 5-6 storeys. More significantly, the interim DDO21 control allows a maximum building height of up to 21m on site.

150. Further to this, the proposed 6m setback meets the minimum upper level setback of the DDO21, will help to maintain prominence of the two heritage buildings on site, and will achieve a comfortable level of street enclosure along Bridge Road. However, the architectural detailing and treatment must be better resolved to achieve a positive architectural result and the finishes must be selected to better compliment the heritage buildings on site. This will be addressed in later in the report.

Height, scale and massing (streetscape, equitable development and interface with residentially zoned land)

151. At Clause 43.02-2, the Design and Development Overlay states that buildings and works must be constructed in accordance with any requirements in a schedule to the overlay. However, a permit may be granted to construct a building or construct or carry out works which are not mandatory requirements of the schedule.

152. Pursuant to the Building Heights and Setbacks – Precinct 1 Plan, the relevant building height and setback requirements for the site are as follows:
    (a) A maximum building height of 21m (mandatory);
    (b) The street wall must retain the heritage frontage (mandatory);
    (c) The upper level setback must be a minimum 6m (mandatory).

153. As stated at sub-clause 2.1 of the DDO21, the building height does not include plant rooms, lift overruns, screens to service areas or other such equipment, provided the roof area occupied by service equipment is minimised, these structures have minimal visibility and do not extend higher than 3.6m above the maximum building height.

154. Discounting the roof top plant and lift overrun, the development has a maximum building height of 20.2m as is annotated on the north elevation, in accordance with the mandatory DDO21 building height requirement. The roof top plant and lift overrun are recessed, visibility to these structures is minimised and these structures do not extend 3.6m above the maximum building height requirement. The development satisfies the mandatory maximum building height prescribed by the interim DDO21 control.

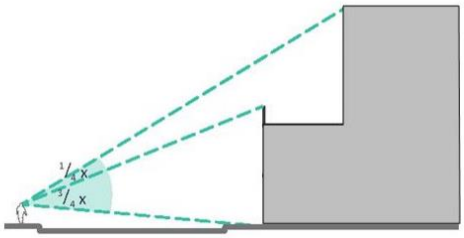
155. As indicated earlier, the double storey Victorian era terrace at No. 178 Bridge Road and the front façade to the single storey Victorian era shop at Nos. 180-182 Bridge Road are being retained in accordance with the mandatory DDO21 streetwall requirement. This will adequately maintain the prominent street wall character of Bridge Road and will help to protect the heritage streetscape.

156. It is of note that the Heritage building design requirements of the DDO21 requires development to retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism'. This has been achieved in relation to No. 178 Bridge Road, where the double storey Victorian era terrace is retained to a depth of 8m. However, the built form to the rear of the single storey Victorian era shop facade at Nos. 180-182 Bridge Road will be demolished and replaced with new development. While 'facadism' is not typically acceptable, Council's Heritage Adviser has stated that there is little heritage value at the rear of this shop and has supported the extent of demolition to the rear of this building. On this basis, the extent of demolition to the rear of the shop at Nos. 180-82 Bridge Road will have no adverse impact on heritage values.

157. The upper level setback to Levels 1-3 is a minimum of 6m. This satisfies the mandatory minimum upper level setback requirement of the interim DDO21 control.

158. In addition to this, the interim DDO21 requires that in relation to new development along Bridge Road within Precinct 1, the upper level setback must be in accordance with Figure 2 requirements, that is *development must occupy no more than one quarter of the vertical angle defined by the whole building in the view from a sightline at a height of 1.7m above the footpath on the opposite side of the street*, as seen below.

Figure 2 – Setback for Upper Level Development



DDO21 Figure 2 setback requirement

159. Based on a sightline taken from the northern side of Bridge Road at 1.7m through the top of the parapet to the double storey Victorian era terrace at No. 178 Bridge Road, the upper level development will occupy an estimated one quarter (25%) of the vertical angle, pursuant to the interim DDO21 requirements.

160. However, it is evident that this is not achieved in relation to the single storey shop at Nos. 180-182 Bridge Road. Based on a sightline taken from the northern side of Bridge Road at 1.7m through the top of the parapet to the single storey Victorian era shop the upper level development will occupy an estimated 42% of the vertical angle, exceeding the maximum 25% prescribed by the interim DDO21 control.

161. Notwithstanding the above, it is considered that the overall development achieves a high level of compliance with the key DDO21 design objectives including maintaining the street wall character and heritage values along Bridge Road, comprising an adequately recessive and distinct upper level development and providing a comfortable level of street enclosure, as is seen below. Further to this, Council's Strategic Planning Unit have reviewed the proposal against the interim DDO21 requirements and have supported this variation. The variation to the DDO21 upper setback viewline requirement in relation to the shop at Nos. 180-182 Bridge Road is accepted.

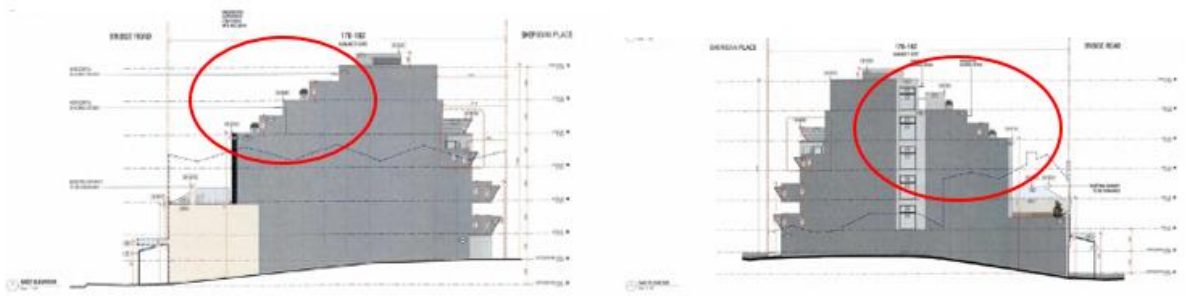
Streetview of proposed development, looking south-east along Bridge Road (Application material)

Streetview of proposed development, looking south-west along Bridge Road (Application material)

162. Further to the above requirements, sub-clause 2.2 of the Schedule requires development along the Bridge Road frontage to *adopt the same setback for at least 75% of the height of the proposed built form above the front street wall to avoid repetitive stepped form.* This has not been achieved in the proposed built form, with a series of front setbacks being proposed at the Bridge Road frontage including a 6m setback at Levels 1-3, a 10.3m setback at Level 4 and a 15.3m setback at Level 5.

163. Effectively the development results in a stepped form, contrary to the intent of the interim DDO21 control. However as advised by Council's Urban Design Officer, in this case the stepping of Levels 4 and 5 is acceptable given the development comprises substantial setbacks at Levels 4 and 5. Therefore when viewed from Bridge Road, the building reads as a one and two storey heritage streetwall with 2-3 storey recessed upper levels, with no appreciable visibility to Levels 4 and 5. Based on this, a variation to the DDO21 requirement is accepted.

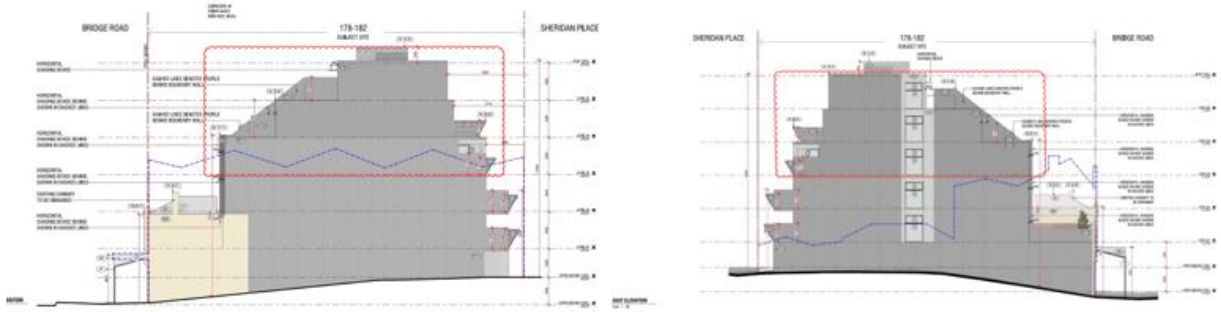
164. Although Council's Urban Design Unit considered the upper level setbacks to be acceptable, concern was raised with regard to the stark stepping created along the side walls. Council's Urban Design Unit advised that *the 1.7m partition wall/balustrade on the sides of the balconies majorly contributes in creating a 'wedding cake' design along the eastern and western façade which is not supported*.



West Elevation East Elevation

'Wedding cake' profile toward Bridge Road frontage, circled

165. In response to the concerns raised by Council's Urban Design Unit and so as to reduce the repetitive built form created by the eastern and western partition walls, the applicant submitted sketch plans on 25 September 2020 showing a sloping wall to the eastern and western partition walls at Levels 4 and 5, as shown below.



West Elevation East Elevation

Sketch plans showing sloping eastern and western partition walls

166. Council's Urban Design Unit reviewed the sketch plans and confirmed that the sloping partition walls to the east and west have resolved this design issue. The sloping partition walls will be required via condition.

Building separation (including equitable development considerations)

167. Pursuant to the interim DDO21 control, a new development must provide a design response that considers the future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows, as well as managing visual bulk.

168. In terms of building separation, the interim DDO21 requires that:
(a) Where a development shares a common boundary, upper level development must:
(i) Be setback a minimum of 4.5m from the common boundary where a habitable room window (HRW) *or balcony is proposed;*
(ii) Be setback a minimum 3.0m from the common boundary where a commercial or non-habitable room window is proposed;
Where the common boundary is a laneway, the setback is measured from the centre of the laneway.

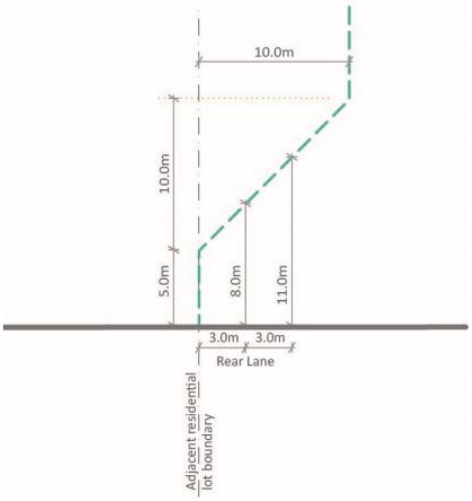
169. There are no east or west-facing HRWs along the eastern and western boundary walls. Where balconies to the upper level development are located adjacent to eastern and western boundaries, the balconies have either a northern or southern outlook and in a majority of instances comprise high partition wall or screen adjacent to the side boundary.

170. With regard to the southern setback, the interim DDO21 requires that where the common boundary is a laneway, the setback is measured from the centre of the laneway. Given there are south-facing HRWs and balconies, the DDO21 requires upper level development to comprise a minimum 4.5m setback from the center of the laneway. The upper level development (being Levels 4 and 5) are setback beyond 4.5m from the centre of the laneway.

171. Overall, based on the above assessment, the development satisfies the building separation requirements. The equitable development opportunities of the eastern, western and southern adjacent land is adequately protected, should this land be developed in the future.
Interface with neighbouring residential properties

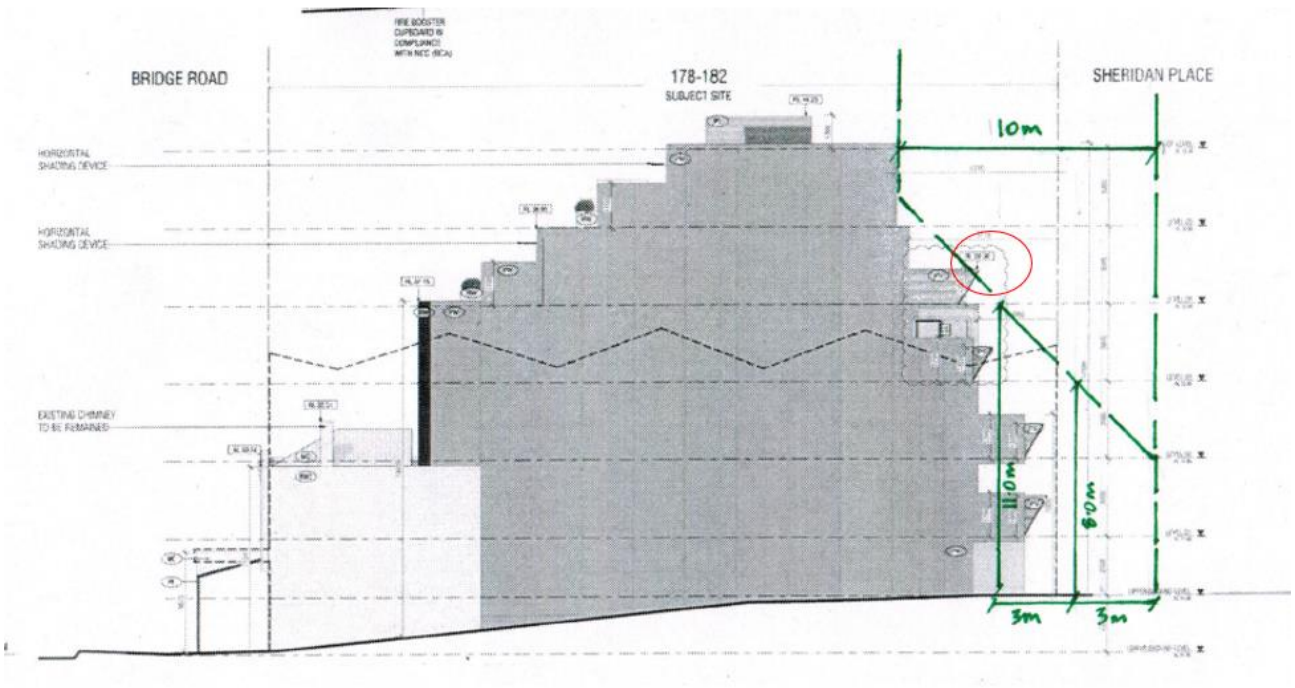
172. Pursuant to sub-clause 2.2 to the interim DDO21 control, buildings must be setback from residentially zoned land as shown in Figure 1 to the DDO21, shown below.

Figure 1 – Setback for Interface with Residential Zoned Land



DDO21 Figure 1 setback requirement from residentially zoned land

173. No. 2 Waltham Street to the south is located within the NRZ1. The development to the south has been designed to largely meet the setback requirements of Figure 1. The balcony at Level 4 does encroach marginally into the Figure 1 setback requirement as shown in Figure 12, however this is negligible and is not expected to result in adverse off-site visual bulk impacts to the south. The minor variation to the Figure 1 setback requirement is acceptable.



Demonstration of encroachment into Figure 1 setback requirement.

174. There is no other adjacent residentially zoned land for consideration. Off-site amenity impacts to the south will be addressed later in the report.

Heritage

175. The primary heritage considerations for this application relate to whether compliance is achieved with Clause 43.01 (Heritage Overlay), Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay) and the interim DDO21 Heritage building design requirements at sub-clause 2.2 to the Schedule.

Demolition

176. With regard to the removal of part of a heritage place or contributory elements, policy at Clause 22.02-5.1 states that demolition works to a contributory building should be discouraged unless:
   (a) That part is not visible from the street (other than a laneway), abutting park or public open space, and the main building form including roof form is maintained;
   (b) The removal of that part would not adversely affect the contribution of the building to the heritage place.

177. As identified earlier in the report, the Victorian era buildings at Nos. 178 and 180-182 Bridge Road are both graded 'contributory'.

178. In relation to the double storey Victorian era terrace at No. 178 Bridge Road, the demolition works will take place at the rear of the building including ground and first levels beyond 8m from the street, including walls and roof. The Victorian era terrace at the Bridge Road frontage will be retained for a depth of 8m, however the glazed entry door will be replaced with new glazed door comprising black aluminium frame, the new north-facing vertical windows at first level will be double glazed windows to match existing, the roof over will be removed and replaced with galvanised metal sheet finish. The northern chimney will be retained, while the southern chimney will be removed. The front canopy will be removed and replaced with verandah.

179. The demolition works to the double storey terrace are largely located to the rear of the building and will have no impact on heritage values. The replacement of the hipped roof, front windows at first level and glazed entry like for like will have no impact on heritage values. The demolition of the southern chimney to the hipped roof form will have no foreseeable impact on heritage values given the southern chimney is not visible from the street and the northern chimney will continue to be retained. The front canopy is not original to the Victorian era terrace. Council's Heritage Advisor raised no objection in relation to the proposed demolition works to the double storey terrace building.

180. In relation to the single storey Victorian era shop at Nos. 180-182 Bridge Road demolition will largely take place at the rear of the shopfront, including walls and roof over. The heritage fabric to be retained includes the front façade and parapet, the western boundary wall for a depth of 8m from the street, the walls to the recessed entry, in part, and the return wall along the eastern boundary for a depth of 0.6m. The shopfront windows will be removed and replaced with new clear glass shopfront windows with black aluminium framing, wall and fire booster cupboard to the east, the entry door will be removed and replaced with new glass and timber panel doors, a new concrete ramp will be constructed to the communal entry and the front canopy will be removed and replaced with a verandah.

181. Council's Heritage Advisor confirms that there is little heritage value toward the rear of the shop at Nos. 180-182 Bridge Road. In addition to this, Council's Heritage Advisor has raised no concern with the replacement and modification to shopfront windows, recessed entry and demolition of the front canopy. Overall, the proposed demolition works will have no adverse impact on heritage values and is supported.

182. Council's Heritage Advisor has required a schedule of conservation works and that the interpretative plaque to both shopfronts be retained and reaffixed in similar positions. This will be required via conditions.

Buildings and works

183. Clause 22.02-5.7.1 of the Scheme encourages the design of new development to:
    (a) Respect the pattern, rhythm, orientation to the street, spatial characteristics, fenestration, roof form, materials and heritage character of the surrounding historic streetscape.
    (b) Be articulated and massed to correspond with the prevailing building form of the heritage place or contributory elements to the heritage place.
    (c) Be visually recessive and not dominate the heritage place.
    (d) Be distinguishable from the original historic fabric.
    (e) Not remove, cover, damage or change original historic fabric.
    (f) Not obscure views of principle façades.
    (g) Consider the architectural integrity and context of the heritage place or contributory element.
    (h) Encourage setbacks from the principal street frontage to be similar to those of adjoining contributory buildings; where there are differing adjoining setbacks, the greater setback will apply.
    (i) Encourage similar façade heights to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the lesser height.
    (j) Minimise the visibility of new additions by encouraging upper level additions to heritage places to be sited within the 'envelope' created by projected sightlines (for Contributory buildings refer to Figure 2).
    (k) Discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies.

184. In relation to infill development, the DDO21 requires facade treatments and the articulation of infill buildings on land affected by the heritage overlay to:
    (a) ensure the façade treatments and the articulation of new development are simple and do not compete with the more elaborate detailing of the adjoining heritage building(s);

(b) respect the vertical proportions of the nineteenth and early twentieth century facades of the heritage streetscape and/or adjoining heritage building(s);
(c) avoid large expanses of glazing with a horizontal emphasis except to ground floor shopfronts;
(d) maintain the existing canopy/verandah height of the heritage streetscape and/or adjoining heritage building; and
(e) be articulated to reflect the fine grained character of the streetscape.

185. The DDO21 requires upper level development on land affected by the heritage overlay to:
(a) be visually recessive and not visually dominate the heritage building and the heritage streetscape;
(b) retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism';
(c) utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades;
(d) incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape;
(e) be articulated to reflect the fine grained character of the streetscape.

186. As outlined in the report, the Victorian era terrace at No. 178 Bridge Road will be retained for a depth of 8m as will the shopfront to 180-182 Bridge Road. The broader six storey development will be located to the rear of the shopfronts and the hipped roof to the double storey terrace dwelling, and will be setback a minimum 6m from the street. The original shopfronts, the orientation to the street and the built form to the double storey Victorian era terrace in its three dimensional form, including hipped roof form and northern chimney, will be retained and will continue to contribute to the heritage values of the Bridge Road streetscape.

187. As discussed earlier in the report, the substantial demolition works to the rear of the shopfront at Nos. 180-182 Bridge Road will result in facadism, contrary to the DDO21 Heritage design requirements. However as confirmed by Council's Heritage Officer, there is little heritage value at the rear of this shop. A variation to the DDO21 heritage building design requirements is accepted in relation to this.

188. Further to the above, the DDO21 Heritage building design requirements require:
(a) highly reflective glazing in historic openings to be avoided;
(b) the retention of solid built form behind retained facades and avoid balconies behind existing openings; and
(c) the inter-floor height of the existing building to be maintained and that new floor plates and walls avoid cutting through historic openings.

189. The proposal provides clear glazing to the windows of the heritage buildings, avoids balconies behind the openings to the two existing heritage buildings and the development appears to retain the floor heights of the existing heritage buildings at the street frontage. This is supported.

190. The proposal includes the removal and replacement of the eastern shopfront window at Nos. 180-182 Bridge Road with new clear glass shopfront window with higher sill, wall and fire booster cupboard. While this is not ideal in the context of the heritage streetscape, the location of the service cupboard here is necessary. The application of an off-white render finish to the fire booster cupboard doors will help to ensure that this service will blend in appropriately with the front façade. No objection was raised by Council's Heritage Advisor in response to this.

191. Councils Heritage Advisor raised concern with the upper level setback to Levels 1-3, advising the front wall should be a flat, unarticulated setback with no recesses to balconies to the east and west sides so as to match the emerging new built form on the northern side of Bridge Road, and that the upper level setback should be increased to match the setback at Level 4, i.e. 10.3m. The Heritage Advisor raises no concern in relation to the more substantial front setbacks at Levels 4 and 5.

192. However as demonstrated earlier in the report, the proposed development meets the mandatory minimum 6m upper level setback of the interim DDO21 control, and satisfies the DDO21 upper level viewlines requirement to the rear of the double storey Victorian era terrace. While the development does not satisfy the DDO21 upper level viewlines requirement to the rear of the single storey shopfront at 180-182 Bridge Road, it is considered that the overall development is sufficiently recessive and will not visually dominate the heritage buildings on site or the heritage streetscape, particularly in this instance where there is a recess created by the two prominent abutting heritage buildings on either side along the Bridge Road frontage, as is seen earlier in the report. On this basis, the upper level as proposed is supported.

193. Council's Heritage Advisor raised concern with the recesses to the front wall due to the eastern and western balconies. However, the balconies are enclosed with solid partition walls to the sides and continue to give the perception of solid built form at the street frontage. The balconies in themselves are not of concern in the context of the heritage streetscape. However of greater concern is the development provides too many variations in material and architectural treatments. As highlighted by Council's Urban Design Unit, the front wall to Levels 1-3 is broken into four vertical segments.

Bridge Road frontage

Illustration provided in Urban Design Advice, demonstrating four vertical segments across the front façade at Levels 1-3

194. It is considered that the extent of variations in architectural treatment, materials and use of feature charcoal metal finish will compete with the heritage buildings on site. The design clutters the overall façade and will not respect the vertical proportions of the Victorian era facades on site or within the heritage streetscape, contrary to the DDO21 heritage building design requirements. This was raised as a concern by Council's Urban Design Unit. In response, the applicant submitted sketch plans on 25 September 2020 showing the following amendments:

(a) More consistent fenestration and improved solid to void ratio across the front facade;
(b) Provision of two primary finishes only, with the wall to the rear of the double storey Victorian era terrace now comprising a mid-grey brick finish, and the wall to the rear of the wider single storey shopfront comprising an off- white render finish;
(c) Use of a mid-grey brick finish in lieu of the darker grey brick finish; and
(d) A reduction in the use of charcoal metal finish.

Advertised Plan upper level facade

Sketch Plan upper level facade

195. The sketch plan provides a more simplified upper level facade with less glazing and more consistent window configurations, two clear vertical segments and a more muted colour palette so as not to compete with the heritage shopfronts on site. The vertical window configurations achieve improved consistency with the two vertical windows at first level to the double storey Victorian era terrace and the other Victorian era terraces in the Bridge Road streetscape. The more muted colour palette will not compete with the heritage shopfronts on site. With the mid-grey brickwork finish behind the light yellow double storey Victorian terrace and the off-white render finish behind the white single storey shopfront, the vertical proportions of the heritage buildings are now reinforced and the front facade makes better reference to the fine grained character of the heritage streetscape, in accordance with the DDO21 Heritage building design requirements.
The amendments shown in the sketch plans will make a positive contribution to the heritage streetscape and will be facilitated via conditions.

196. It is of note that Council's Heritage Advisor raised no concern with the proposed finishes, however concern was raised with regard to the off-white render finish (i.e. unless a high quality finish/render application is used, the off-white render will overtime deteriorate, stain and have an unsightly appearance similar to that seen in many recent developments along Bridge Road). In response to this, a condition will be included to ensure a high quality off-white render finish is adopted.

197. The proposed built form is sufficiently recessive and contemporary in architectural design and is therefore clearly distinguishable from the original historic fabric, as is required by policy at Clause 22.02-5.7.1.

198. The policy guidelines at Clause 22.02-5.7.1 discourage elements which detract from the heritage fabric or are not contemporary with the era of the building such as unroofed or open upper level decks or balconies. Two open terraces are proposed at Level 1 to the rear of the shopfront parapet at Nos. 180-182 Bridge Road, contrary to policy. However, the parapet will be 1 -1.8m in height above the finished floor level (FFL) to the two terraces and the 1.2m deep planter provided immediately south of the parapet will provide a buffer to ensure that people and typical balcony appurtenances here will not be highly visible from the street. In this regard, the northern terraces at Level 1 will not adversely affect heritage values. It is also of note that Council's Heritage Advisor raised no concerns in relation to these open terraces. On this basis, the open terraces at Level 1 are supported.

199. All other balconies are provided in relation to the recessive 6 storey contemporary built form and will have no impact on heritage values.

200. The DDO21 Heritage building design requirements require that new development maintain the existing canopy/verandah height of the heritage streetscape and or adjoining heritage building.

201. A new verandah is proposed forward of shopfronts for the full width of the property. As identified by the applicant's heritage consultant, while this verandah does not reinstate the original verandahs as established in the late 19th century and early 20th century, it does take inspiration from the early Forbes Auctions Rooms verandah c1950s, as shown below.

View of former verandah to Forbes Auction Rooms, c1950s

Proposed Front verandah taking inspiration

202. The new verandah will be constructed over the Bridge Road footpath with lean-to roof profile and semi-circular element over the communal entry to the building with five posts. The fascia, circular element and posts will be painted dark grey and the roof will have a grey galvanised metal finish.

203. It is of note that the proposed verandah is also very similar in design to the front verandah seen at No. 186-188 Bridge Road, further east of the site (as seen below).

Front verandah to 186-188 Bridge Road (Source: Google maps, streetview Jun. 2019)

204. The verandah design is considered to be adequately respectful of heritage values and will reasonably maintain the canopy height of the western abutting heritage building at the Bridge Road frontage, pursuant to the DDO21 Heritage building design requirements. Council's Heritage Advisor raised no objection to the proposed front verandah.

205. Council's Urban Design Unit initially raised concern with the dark grey paint colour to the fascia, circular element and posts. However, given Council's Heritage Advisor raised no concern, this was later accepted.

206. Council's Urban Design Unit also raised concern with the number of structural posts creating visual clutter and potentially obstructing access to tram services. In response to this concern, the applicant submitted sketch plans on 25 September 2020 showing removal of the two central verandah posts. The removal of the central posts improves pedestrian movements to the tram stop without adversely affecting the architectural integrity of the front verandah, and is supported. This amendment will be required via condition.

207. Overall, and based on the amended sketch plans received on 25 September 2020, the proposal achieves a high level of compliance with the Development Guidelines for Sites Subject to the Heritage Overlay policy at Clause 22.02 and interim DDO21 Heritage building design requirements and is supported.

Architectural Quality

208. The heritage buildings will remain generally intact, and repainted to match existing. The retention of shopfront windows at the Bridge Road frontage continues to contribute positively to the established pattern of shopfronts along the street, the provision of a retail tenancy at the Bridge Road frontage allows for commercial activity at the frontage, as is generally required by the DDO21 Building design requirements, and the location of the retail tenancy and communal entry at the Bridge Road frontage ensures an active frontage and is supported. The location of the booster cupboard has been integrated appropriately into the front façade with fire booster cupboard doors finished in off-white render to blend in well with the front façade. Overall, the treatment of existing shopfronts at the Bridge Road interface achieves a high quality architectural result.

209. As indicated earlier in the report, the front verandah will be constructed along the full width of the property and is generally consistent with the height of the canopy to the western abutting heritage building, in accordance with the DDO21 Building design requirements. The verandah will have a grey galvanized lean-to roof profile, semi-circular element over the communal entry and dark grey fascia, circular element and posts, is appropriate in the context of the retained shopfronts and is adequately respectful of the heritage streetscape.

210. With regard to the upper level development, the use of alternative finishes to that used for the heritage buildings will draw a clear distinction between original historic fabric and the new development, pursuant to the DDO21 Building design requirements. The vertical articulation also assists in providing visual interest and breaking down the overall scale of the building. However, and as indicated earlier in the report, the Urban Design Unit raised concern with the excessive variations in architectural treatment and material at the Bridge Road frontage.

211. The sketch plans address this, showing more consistent fenestration and improved solid to void ratio across the façade, as well as the provision of two primary finishes, only, including mid-grey brickwork to the wall at the rear of the double storey Victorian era terrace and off-white render to the wall at the rear of the single storey shopfront, use of mid-grey brick work in lieu of darker grey brick and a reduction in the use of charcoal metal finish. As discussed, this achieves a more simplified upper level façade, consists of less glazing and is provides more consistent window configurations. The two clear vertical segments now better reflect the proportions of the heritage buildings on site and better reflects the prevailing subdivision pattern as is required by the DDO21 building design requirements, and the more muted colour palette achieves a softer contrast to the finishes of the heritage buildings. Overall, these amendments achieve an improved architectural result and will be facilitated via conditions.

212. The interim DDO21 Building design requirements require new development to be expressed in the round and to provide detail on facades when viewed from all directions. It is acknowledged that the solid walls to the east and west are necessary to ensure equitable development opportunities of the eastern and western abutting properties are adequately protected. However, Council's Urban Design Unit raised concern that the east and west boundary walls with light grey precast panel finish would present as large blank walls.

As identified by Council's Urban Design Unit the building to the west comprises a triple storey scale with sloping roof. Therefore only the two top levels will be visible along the western boundary wall. This is considered to be acceptable.

213. However the property to the east is a two storey building with single storey additions to the rear. While a lightwell is provided along the eastern boundary, this does not go far enough in breaking down the visual mass when viewed from surrounding land. In response to this, the applicant submitted sketch plans on 25 September 2020 which show a textured precast material to both the eastern and western walls at upper levels. Council's Urban Design Unit confirmed that this is an acceptable design response and the eastern and western walls are now sufficiently textured to add visual interest and achieve a high quality architectural result. The textured precast panel finish along the eastern and western boundary walls will be facilitated via condition.

214. The southern elevation along Sheridan Place comprises a recessive built form, consistent fenestration, projecting balconies, a consistent off-white rendered finish and grey permeable balcony privacy screens and will achieve a high quality architectural result.

215. Further to the above, it is considered that a façade strategy and materials and finishes schedule should be submitted to include the points referenced above and to demonstrate:

    (a) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical mid-level and upper level facade details;
    (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
    (c) information about how the façade will be maintained, including any vegetation; and
    (d) a sample board and coloured drawings outlining colours, materials and finishes.

216. This will ensure that the materials to be utilised for the development are reviewed prior to construction, with higher degree of detail provided to ensure they are of a high architectural quality in accordance with the plans submitted to date.

Landscaping

217. The proposal includes a 1.2m deep planter box along the northern perimeter to the north facing terraces at Level 1, and includes an 0.8m deep planter box along the northern perimeters to the north-facing balconies at Levels 4 and 5.

218. Council's Urban Design Unit advises that this *will provide some relief from the hard edge character and is highly supported and the provision of planting will majorly contribute in reducing the hard edge character of the built form and makes the overall form visually interesting.* The extent of landscaping is supported.

219. However, Council's Landscape Architect has reviewed the submitted Landscape Plan and advised that there are some minor errors with plant call-outs and numbers and that the schedule of planting includes *Agapanthus praecox ssp. Orientalis*, which is listed as an environmental weed in the advisory list of environmental weeds in Victoria. The use of *Agapanthus* is not considered acceptable. Given that the planter boxes will be facing north, free draining and irrigated, Council's Landscape Architect advised that a more appropriate 'native' substitute/s should be used. The applicant has responded indicating that the Dianella species – Little Jess can be used as replacement. This is in line with the landscape comments. These matters will be addressed via conditions.

220. Council's Landscape Architect has advised that the load bearing weights for the building need to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of soil media, planter box and plant mass proposed. However this is not a relevant planning consideration and would be undertaken at the building stage.

Landmarks, views and vistas

221. Policy at Clause 22.03 *Landmarks and tall structures* identifies the Pelaco sign as a prominent and valued landmark sign and requires new development within the vicinity of the Pelaco sign to be designed and located to ensure that this landmark remains as the principal built reference in the area. The interim DDO21 provides specific guidance in this regard.

222. The DDO21 requires new development to maintain existing views to the Pelaco sign when viewed from the following viewing points to the west:

    (a) The footpath on the north west corner of Wellington Parade; and
    (b) The tram Stop 13 on Wellington Street immediately west of Simpson Street
    Where a landmark is currently viewed from the above viewing points with a "clear sky" backdrop, the development must maintain views to some clear sky between the landmark and the proposed development.

223. Whilst not referenced within the DDO21, Council's Heritage Adviser identified that an important viewline of the Pelaco sign is in the east, from the steps of the Richmond Town Hall. It is clear that policy does not identify this as a key view line, however the applicant submitted further information to demonstrate the development would not block views of the Pealco sign, as discussed in detail below.

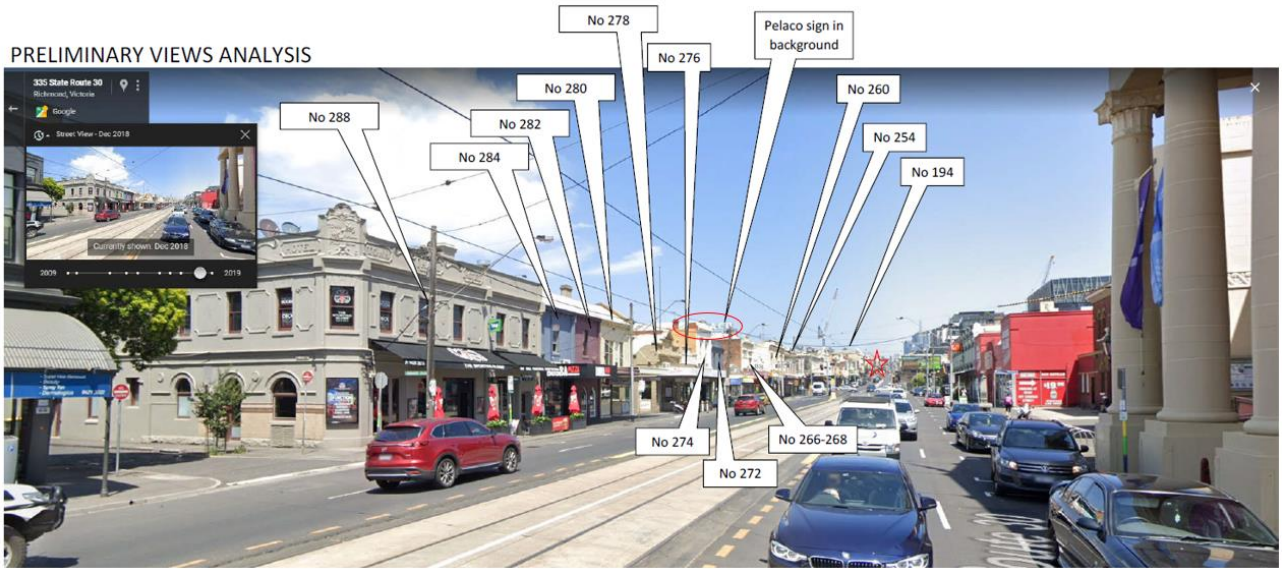
224. The Pelaco building is a 4-5 storey building with the prominent Pelaco sign affixed above with north-south alignment, east and west facing, comprising a 32m height and located at the Richmond Hill hilltop. The subject site is located 95m to the north-east of the Pelaco Sign and due to the topography of the land sits 5.5m lower that the Pelaco Site, as shown below.

Subject site located 95m north-east of the Pelaco Sign and sitting 5.5m lower than the Pelaco site. (Source: aerial/contours taken from VicPlan)

225. When viewed from the footpath on the north-west corner of Wellington Parade and tram Stop 13 on Wellington Street immediately west of Simpson Street in the west, it is evident that the proposed six storey development will sit to the north-east and lower than the Pelaco sign and will have no appreciable visible impact on viewlines to the sign. The significant distant vantage points as identified in the interim DDO21 are protected.

Existing views of Pelaco Sign from the north-west corner of Wellington Parade (Source: Google maps, streetview Jul. 2019)

226. In response to the concerns raised by Council's Heritage Advisor relating to views of the Pelaco Sign from the Richmond Town Hall in the east, the applicant submitted a views analysis diagram, provided below.



Applicant's views analysis from Richmond Town Hall (Source: application material, marked for explanation with Pelaco Sign circled in red and estimated location of subject site marked with red star)

227. From this views analysis, it is evident that the subject site sits north of the viewline and the proposed six storey building will have no impact on the viewline to the Pelaco sign.

Public Realm, Pedestrian Spaces, Light and Shade

The Bridge Road public realm

228. The glazed shopfront windows at the Bridge Road frontage allows for internal views from the Bridge Road commercial strip to enhance the pedestrian experience and the retail entry and communal entry at the Bridge Road frontage provide an active frontage within the Bridge Road MAC. The proposed verandah over the Bridge Road footpath appropriately provides residents, staff, visitors, pedestrians and people using the Bridge Road tram services weather protection and enhances the amenity of the Bridge Road public realm.

As discussed earlier in the report, the removal of the two central posts will improve pedestrian movement to the tram services at this location. This will be required via condition.

229. The interim DDO21 provides requirements for overshadowing impacts to the Bridge Road footpath. Pursuant to the DDO21 control, development must not overshadow any part of the southern footpath of Bridge Road to a distance of 3m from the kerb between 11am and 2pm at 22nd September. Due to the location of the site on the southern side of Bridge Road, there will be no overshadowing to the Bridge Road footpath, pursuant to the DDO21. Overall, the development will have no adverse shadowing impact on Bridge Road and the commercial strip will continue to enjoy good access to sunlight and daylight.

Vehicular, pedestrian and cyclist arrangements

230. Formal pedestrian access to the retail tenancy and apartments above will be provided at the Bridge Road frontage via separate entry to the retail tenancy and via communal entry, respectively. Provision of formal pedestrian access at the Bridge Road frontage satisfies the DDO21 Vehicular access requirements.

231. Secondary pedestrian access is provided at the rear of the building and is recessed 3.1m from Sheridan Place, pursuant to the DDO21 Vehicular access requirements. This will ensure pedestrian safety.

232. Vehicular access to the garage is provided to the rear of the building via shared crossover off Sheridan Place and is kept clear of the principal street frontage, as per the DDO21 Vehicular access requirements.

233. In addition to the above, separate entry to the bicycle store is provided at the rear of building, accessed off Sheridan Place. This arrangement will likely avoid pedestrian/cyclist conflicts at the street frontage and is supported. The rear bicycle store entry is setback 1.4m from Sheridan Place which will help to ensure cyclist safety.

External lighting

234. In terms of lighting, the Bridge Road frontage will be appropriately illuminated by street lighting during evening times. There are no particular lighting requirements here.

235. However, with a secondary pedestrian entry and bicycle store access provided at the rear of the building, there is risk to safety and security at the Sheridan Place interface during evening times. Therefore lighting must be provided at these locations, this will be required via condition. Pursuant to Clause 22.07 *Development abutting laneways*, lighting must be designed to avoid light spill into adjacent private open space and HRWs. This will be required via Council's standard condition.

Wind impact

236. The applicant submitted a Wind Impact Statement, by Vipac Engineers & Scientists, dated 07/02/2020. This report was peer reviewed externally by MEL Consultants. MEL Consultants raised no concerns with the analysis approach, site exposure, regional wind climate and description of the development used in the assessment and have agreed with the Vipac assessment of expected wind conditions (i.e. the development satisfies the walking criterion at street level along Bridge Road and Sheridan Place, the relevant standing criterion at the building entrances along Bridge Road, and the wind conditions on the balconies/terraces satisfy the relevant walking criterion).

237. Given the intended use of these outdoor spaces for dwelling use, it is considered that the development should meet sitting levels, rather than walking. The recommendation for precautions to be undertaken to securely fix or remove lightweight items on balconies is unreasonable to implement for apartments. This can be addressed via condition, to the satisfaction of the Responsible Authority.

238. Overall, there will be no adverse wind impacts at street level, at the building entries and the wind impact to balconies/terraces satisfies the relevant criterion.

Clause 58, including internal amenity and ESD considerations

239. Clause 58 comprises design objectives and standards to guide the assessment of new apartment development. Given the site's location within a built up inner city residential area, strict application of the standard is not always appropriate, whether the proposal meets the objective is the relevant test. The following objectives are not relevant to this application:

(a) *Communal open space objective* – The standard applies to developments with 40 or more dwellings.
(b) *Solar access to communal outdoor open space objective* – There is no communal open space proposed.
(c) *Access objectives* – There is no vehicular access or crossovers proposed at the street frontage.

240. The remaining objectives and standards are assessed in detail below:

Urban context objective

241. The objective is to ensure that the design responds to the existing urban context or contributes to a preferred future development of the area.

242. This has been considered earlier in the report under the *Built form, urban design and heritage* assessment. The proposed development provides an acceptable design response with regard to retention of heritage values, building height and massing. Subject to the amendments shown in the sketch plans received by Council on 25 September 2020, the building design will also achieve a positive response to the heritage buildings on site and the fine grained character of the streetscape and will achieve a high quality architectural result.

243. Overall, the proposed development achieves a positive response with the existing and emerging character of Bridge Road. The objective and standard are satisfied.

Residential policy objectives

244. As outlined earlier in the report under the *Policy and strategic support* and *Dwelling use* assessments, the proposal has strong planning policy support at state and local levels. The site can adequately support an intensive mixed use development with high density housing based on its location within the Bridge Road MAC and convenient access to public and community infrastructure and services. The objective and standard are satisfied.

Dwelling diversity objective

245. The development comprises 12 x 1 bed apartments and 3 x 2 bed apartments. This provides a reasonable variety in dwelling size. The objective and standard are satisfied.

Infrastructure objectives

246. The proposal is located within an established area with existing utility services and infrastructure. There is no evidence to suggest that the proposed development would unreasonably overload the capacity of these existing services. The objective and standard are satisfied.

Integration with the street objective

247. The proposal retains the existing shopfronts at the Bridge Road frontage, retains the retail entry at No. 178 Bridge Road and includes a communal entry at Nos.180-182 Bridge Road. The development will continue to integrate well with the Bridge Road MAC and provides good accessibility for staff, residents, customers and visitors at the Bridge Road frontage. The objective and standard are satisfied.

Energy efficiency objective

248. Amongst other things, the standard requires:
    (a) Living areas and private open space to be located on the north side of the development, if practical; and
    (b) Dwellings located in Climate Zone 21 Melbourne (as is the case here) to not exceed a maximum NatHERS annual cooling load of 30MJ/M^2 per annum.

249. Of the 15 dwellings, 8 comprise a north-facing balcony/terrace and 7 comprise a north-facing living area. Other balconies and living areas are south-facing. It is considered that this is an acceptable balance of north-facing balconies/terraces and living spaces in the context of 15 dwellings, generally in accordance with the standard. Where dwellings have south-facing balconies and living areas, these spaces will receive sufficient daylight access. The development achieves a good level of energy efficiency.

250. Further to this, the submitted SMP prepared by Northern Environmental Design, dated 07/02/2020, confirms that all dwellings comprise less than the maximum 30MJ/M^2 NatHERS annual cooling load, as is required under the standard.

251. Policy at Clauses 15.01-2S, 21.07-1, 22.16 and 22.17 of the Scheme encourage ecologically sustainable development with regard to water and energy efficiency, building construction and ongoing management. Positive attributes of the proposed development are outlined in the submitted SMP and include the following:

    (a) 7.6-star average NatHERS rating;
    (b) A full BESS Report with a score of 57%, representing 'best practice';
    (c) A STORM report showing that in conjunction with a 7,000 litre rainwater tank connected for toilet flushing in all 15 apartments, a STORM Rating score of 100% is achieved, demonstrating best practice;
    (d) Water efficient heat rejection and fire-test systems;
    (e) 5kW rooftop solar PV system proposed, avoiding 8.8 tonnes of CO^2 (GHG emissions) per year;
    (f) 20% improvement on 2016 NCC Lighting Power Density Requirements;
    (g) Heating and cooling systems within one-star, or CoP/EER 85% of better than available;
    (h) 'Energy Efficient' life design with reduced friction, adjustable speeds and LEDs;
    (i) Maximum levels of Portland Cement specified for concrete building components;
    (j) A minimum of 1x EV charging station and 17 bicycle parking spaces on site;
    (k) Tenancy meters for utilities provided to measure centralised building systems and common area consumption;
    (l) Building User Guide provided to building occupants with the intent to reduce energy and water consumption.

252. All of these features are supported and will contribute to positive ESD outcomes. There were a couple of recommendations made by Council's ESD Advisor to further improve the energy efficiency of the development, as follows:

    (a) Up to 40% of general waste is comprised of organic compost. Using the generation rates of the WMP this is potentially 210 litres per week, and therefore there is a significant demand for organic waste collection. Clarify and update WMP accordingly.
    (b) Re-evaluate the materials schedule in terms of urban heat – in particular the darker tones of PF (paint finish) and BW (brick wall) (TP200) could be lighter with higher SRI for urban heat mitigation.

253. In relation to the first recommendation above the updated WMP dated 07/07/2020 includes the provision of a 240L food waste bin collected once a week. Council's City Works Unit reviewed the WMP and have supported the report. The SMP should be amended to include statement that a 240L food waste bin will be collected once a week, in line with the WMP. This will be facilitated via condition.

254. In relation to the second recommendation above, the sketch plan makes changes to the overall schedule of colours and finishes, including use of a mid grey brick finish in lieu of the darker grey brick finish and replacement of the charcoal metal finish with off-white render. It is expected that this will help in mitigating the urban heat effect. The SMP should be updated to discuss how the amended schedule of colours and finishes as shown on the sketch plans received by Council on 25 September 2020 assist with urban heat mitigation. This will be facilitated via condition.

255. In addition to these recommendations, Council's ESD Officer has highlighted that there is some information missing from the SMP that should be incorporated, as follows:
    (a) Clarify shading treatment to windows on north façade at Levels 1-3;
    (b) Clarify the extent to which building fabric and subsequent performance has been exceeded;
    (c) Clarify thermal performance of non-residential component;
    (d) Provide a statement confirming availability to car share facilities in the immediate vicinity;
    (e) The SMP provides statement that a target recycle rate of 80% of demolition and construction waste will be adopted for the construction phase to minimize the volume of waste to landfill. This statement must be clarified within a site specific Construction Waste Management Plan included.

256. The sketch plans received on 25 September 2020 show 250mm deep shading devices to the north-facing windows at Levels 1-3. A condition is required to ensure that the development plans are amended to show these shading devices. The SMP must also be amended to reflect this. All other outstanding items can be facilitated via conditions.

257. Based on the existing ESD commitments outlined and the further elements required via conditions, it is considered that the development will achieve a high level of energy efficiency and is supported.

Safety

258. The retail entry and the principal communal entry are located at the Bridge Road frontage. The retail entry is recessed, however the shopfront windows are designed with glass return. There is visibility through shopfront windows to this recessed entry and therefore no risk of concealment. The communal entry is only marginally recessed an estimated 300mm. This does not allow for opportunities for concealment. It is considered that both entries will be clearly visible from the street and will adequately provide for the safety and security of staff, residents and visitors, pursuant to the objective and standard.

259. As outlined earlier in the report, a secondary entrance and access to the bicycle store is provided at the rear of the building. This area is somewhat isolated and could pose a risk to safety during evening times. To improve safety and security, external lighting should be provided to the secondary entrance and bicycle store access. This will be required via condition.

260. In other regards, balconies and terraces will be adequately protected from inappropriate use as public thoroughfares, in accordance with the standard requirements.

Landscaping objectives

261. Landscaping does not play a significant role in the Bridge Road streetscape. However, terrace planting in this instance is supported as it will provide relief from the hard edge presentation of the development.

262. Under the proposed development, a 1.2m deep planter box is provided along the northern perimeter to the north facing terraces at Level 1, and an 0.8m deep planter box is provided along the northern perimeters to the north-facing balconies at Levels 4 and 5. This helps to soften the overall built form and provides visual interest, and is supported.

Parking location objectives

263. The three car spaces within the rear garage are allocated to the 3 x 2 bed apartments. These car spaces are conveniently accessed via the secondary entry at the rear of the building, and the perforated metal garage door will ensure that the car spaces are adequately secure and well ventilated, pursuant to the objective and standard.

Integrated water and stormwater management objectives

264. The objective encourages stormwater collection, utilization and infiltration within the development.

265. As outlined in the report, the development comprises a 7,000 litre underground rainwater tank connected to toilet flushing in all 15 apartments. The rainwater tank will rely on 232m^2 roof area for collection and will have a supply reliability of 60%. The provision of the 7,000 litre rainwater tank for toilet flushing achieves a STORM Rating Score of 100%, demonstrating best practice and is in accordance with the objective and standard.

266. A Water Sensitive Urban Design (WSUD) Report by Northern Environmental Design, dated 07/02/2020, was submitted with the application material. Amongst other things, the WSUD Report describes the use of the 7,000 litre rainwater tank and necessary ongoing maintenance program, including the ongoing maintenance of gutters, roof, tank inlets, pipework and rainwater pump. To ensure the ongoing and efficient use of the rainwater tank for toilet flushing in all apartments, the WSUD Report will be endorsed and will form part of any permit issued.

Building setback objective

267. As established in the detailed *Built form, urban design and heritage* assessment provided earlier in the report, the front setback to Bridge Road appropriately responds to the existing Bridge Road context.

268. The development comprises 0m setbacks to the side boundaries, with solid walls to the east and west. This is acceptable as it will continue the established side-by-side built form along the Bridge Road MAC and will protect the equitable development opportunities of the eastern and western adjoining properties.

This is also acceptable in terms of internal amenity given all apartments will have a northerly and/or southerly outlook and will receive good sunlight and/or daylight access. The north/south orientation also protects visual privacy should a future development be constructed on the eastern and western sites.

269. Dwellings 2, 3, 6, 7, 10, 11 and 13 comprise a living area window to the eastern lightwell. This lightwell is 3m x 3m and will sufficiently allow a secondary light source to these open plan living areas. However due to the location of these windows positioned opposite one another, internal viewing opportunities must be addressed.

270. At Level 1, the internal facing open plan living room windows will comprise of fixed obscure glass up to 1.7m above finished floor level (FFL). Internal viewing is prevented here.

271. At Levels 2 and 3 the opposite living space windows are 'highlight windows'. To prevent internal viewing here, the sills must be no more than 1.7m above FFL. This can be facilitated via condition.

272. At Level 4, the south-facing open space living area window is located opposite a bathroom window. As this window is a non HRW and is expected to comprise of obscure glazing, there is no risk of internal viewing here.

273. All other internal viewing will be considered in the following section of the report.

274. To the rear, the development provides a recessive built form. That is, as the height increases the setbacks to Sheridan Lane and the residential property at No. 2 Waltham increases. This will help to protect the general amenity of the SPOS to 2 Waltham Street in terms of off-site visual bulk impacts and sunlight access to the SPOS, and is supported. Overlooking to the south and necessary measures to prevent overlooking here is discussed in detail later in the report.

Internal views objective

275. Internal viewing between opposite HRWs in the lightwell is discussed above, and will be addressed via conditions.

276. In other regards, the standard requires windows and balconies to be designed to prevent overlooking of more than 50% of private open space of a lower dwelling directly below and within the same development.

North

277. A 1.7m high screen is provided between Terrace 1 and 2 at Level 1. There is no risk of internal viewing here.

278. There are opportunities for internal viewing from the north-facing Dwelling 5 bed window, and Dwelling 6 balcony and bed window at Level 2; and the north-facing Dwelling 9 bed window, and Dwelling 10 balcony and bed window at Level 3 down to Terrace 1 and 2 at Level 1.

279. Given the location of Terrace 1 and 2 facing Bridge Road and above the 'podium' created by the retained heritage building, it is considered that some screening to protect immediate views is required, however full compliance with the standard requirement would not be necessary. Protection of immediate views downwards could include mitigation measures such as ledges or louvres to limit views. A condition will facilitate this.

280. Based on a sightline analysis, there will be no internal viewing from the north-facing balcony at Level 4 down to Terrace 1 and 2 due to the recessive design and use of planter box.

Similarly, there will be no internal viewing from the north-facing balcony at Level 5 down to the north-facing balcony at Level 4, due to the recessive design and use of planter box.

South

281. A 1.7m high screen is provided between the south-facing Balconies 3 and 4 at Level 1 and the south-facing Balconies 7 and 8 at Level 2. To effectively prevent internal viewing, these screens must be no more than 25% transparent. This will be required via condition.

282. There is no internal viewing from the south-facing Balconies 7 and 8 at Level 2 down to the south facing balconies at Level 1 due to the 'one on top of the other' format.

283. There will be internal viewing from the south-facing bed window to Dwelling 11 and the south-facing living window to Dwelling 12 at Level 3 down to the south facing Balconies 7 and 8 at Level 2. To prevent internal viewing here, these windows should comply with the requirements of the objective of clause 58.04-2. This will be required via condition.

284. There will be internal viewing from the south-facing open plan living area windows of Dwelling 15 at Level 5 down to Balcony 14 at Level 4. To prevent internal viewing here, these windows should comply with the requirements of the objective of clause 58.04-2. This will be required via condition.

Noise impacts objectives

285. The applicant submitted an Acoustic Report, prepared by Clarity Acoustics (**Clarity**), dated 07/02/2020. This report was peer reviewed externally by SLR Consulting Australia P/L (SLR).

286. The objective at Clause 58.04-3 *Noise impacts* is to:
    (a) Contain noise sources in developments that may affect existing dwellings; and
    (b) To protect residents from external and internal noise sources.

On-site acoustic amenity considerations from external noise sources

287. The standard requires buildings within a noise influence area in Table D3 to be designed and constructed to achieve the following prescribed noise levels:
    (a) Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am;
    (b) Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm.

288. Under Table D3 a noise influence area includes sites within 300m of the Industrial 1, 2 and 3 Zone boundary, within 300m of a road carrying 40,000 Annual Average Daily Traffic Volume, within 80m of a railway line servicing passengers in Victoria and within 135m of a railway line servicing freight in Metropolitan Melbourne.

289. SLR and Clarity both agree that the site is not within a noise influence area and therefore the noise limit criteria prescribed by the standard is not applicable. Instead, Clarity have referenced AS2107 *Houses and apartment in inner city areas or entertainment districts or near major roads* and have adopted the target of 35dBA L_{eq} for all living spaces, with this target to be met for living rooms between hours 6am and 10pm and for bedrooms between hours 10pm and 6am. SLR confirm that the use of AS2107 targets is reasonable, acknowledging that the living rooms target is 5dB better than the standard, and will provide a good level of acoustic amenity if achieved.

290. Clarity conducted noise surveys and noise monitoring on site in relation to background noise and traffic noise, and it was found that traffic noise was the dominant noise source incident at the façade of the proposed residential development.

291. Under Section 5.2 and Appendix D of the submitted Acoustic Report, Clarity have recommended a combination of glazing and façade upgrade treatments at the front and rear of the building to reach these targets, including:
    (a) Glazing 1 (G1): min. sound insulation rating 35dB $R_{w,}$ design: 6mm/12mm airgap/6mm;
    (b) Glazing 2 (G2): min. sound insulation rating 42 dB $R_{w,}$ design: 6mm/12mm airgap/12.76mm laminated.

292. It is also recommended that the fixed façade should have a minimum sound insulation performance of at least 10dB higher than the associated glazed elements, i.e. Wall 1 (W1) to comprise of 45dB R_w and Wall 2 (W2) to comprise 52 dB R_w.

293. SLR confirm that from their indicative calculations, the proposed glazing should enable the targets typically nominated in the City of Yarra to be met. Therefore there are no further requirements in this regard. This is not shown on the plans, a condition will ensure the requirements of the Acoustic Report are shown on the plans.

On-site and off-site acoustic amenity impacts from mechanical plant

294. In relation to the operation of mechanical plant equipment on site, Clarity have used SEPP N-1 *Control of Noise from Commerce, Industry and Trade* as the relevant criteria. SLR confirm that using SEPP N-1 as the criteria to assess mechanical plant noise is satisfactory.

295. For assessment purposes, Clarity have used the night-time SEPP N-1 noise limit as this will ensure compliance with day and evening period SEPP N-1 noise limits. The mechanical plant equipment assessed includes:

    (a) The centralised roof mounted condenser deck with 15 condenser units;
    (b) Two additional condenser units associated with the retail tenancy located at the rear of the development at Ground Level;
    (c) A kitchen exhaust fan associated with the retail tenancy to be installed on the roof; and
    (d) The operation of the rear garage door.

296. Based on the following recommendations, Clarity state that the operation of the mechanical plant equipment meets the night-time SEPP N-1 noise criteria with regard to both the nearest affected residential buildings and apartments on site:

    (a) The selected roof top condensers (x15) to not exceed power level 68dB L_{Aeq};
    (b) The selected Ground Level condensers (x2) to not exceed power level 67dB L_{Aeq};
    (c) The roof/ceiling separating the roof plant from the apartment below being constructed to achieve a minimum sound insulation of 50dB R_w (examples of how to achieve this is provided in the Clarity Report); and
    (d) The garage door to incorporate appropriate vibration isolation to limit structure-borne noise transfer to apartments above,

297. SLR generally agree with these findings. However, SLR have raised concern that an explicit specification is not provided for the retail kitchen exhaust fan (just an assumed sound power level). Given its proximity to an apartment outdoor deck, SLR have recommended that the sound power level be specified for the retail kitchen exhaust fan to meet night-time SEPP N-1 noise limits.

298. SLR also advised that the Acoustic Report should include advice for addressing structure-borne noise from the kitchen exhaust fan and condenser units to meet night time SEPP N-1 limits, given this noise can be difficult to control for equipment installed on a lightweight roof, as is the case in this instance.

299. Conditions will be required to ensure that the Clarity Acoustic Report is amended to address the above two requirements. Once amended, the Acoustic Report will be endorsed and will form part of any permit issued.

Accessibility objectives

300. The standard requires that at least 50% dwellings should provide;
   (a) *A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom;*
   (b) *A clear path with a minimum width of 1.2m that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area;*
   (c) *A main bedroom with access to an adaptable bathroom;*
   (d) *At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.*

301. The submitted plans demonstrate that Dwellings 1, 2, 4, 5, 6, 8, 9, 10, 12, 14 and 15 are designed to meet the standard requirements, that is a total of 11 dwellings or 73.3% of all dwellings, exceeding the minimum requirement. However, to satisfy the standard design requirements the following plan notations are also required:

   (a) All adaptable bathrooms with door opening inwards are to comprise a door with readily removable hinges; and
   (b) All adaptable bathrooms are to comprise a hobless (step-free) shower;
   (c) All Design Option B adaptable bathrooms (as per Standard D17 requirements) are to comprise a shower with removal shower screen.

302. With the above measures in place, the development will be adequately designed for those with limited mobility, pursuant to the objective. The above requirements will be required via condition.

Building entry and circulation objectives

303. The communal dwelling entry is located at the Bridge Road frontage, is clearly separated from the retail entry, comprises double glazed doors, will be clearly visible and identifiable from Bridge Road and includes verandah over which appropriately creates a transitional space around the entry. A short ramp is provided to the communal entry off Bridge Road, allowing for safe, functional and efficient movement; and the communal entry comprises a foyer area at the frontage with an emphasis on glazing at the street frontage to appropriately allow for internal and external sightlines.

304. The fire booster cupboard is located at the street frontage, however it is integrated well into the front façade with window above and will have no adverse impact on the active street frontage.

305. Stairs are provided in the communal circulation area to encourage use by residents, and the communal corridor areas at Lower Ground/Upper Ground, and at Levels 1-5 all have at least one operable door/window for natural daylight access and natural ventilation. The objective and standard are satisfied.

Private open space objective

306. The relevant private open space requirements are as follows:
   (a) At podium level, provision of a 15m^2 terrace, with minimum dimension of 3m, and convenient access from a living room;
   (b) For 1 bed dwellings, an 8m^2 balcony, with minimum dimension of 1.8m and convenient access from a living room; and

(c) For 2 bed dwellings, an 8m^2 balcony with minimum dimension of 2m and convenient access from a living room.

307. Dwellings 1 and 2 comprise of a 14.94m^2 and 23.43m^2 usable terrace area at the northern podium area, respectively. While the size of each terrace meets the standard, the terraces fall short of the minimum 3m dimension requirement. However it is considered that the minimum 2m dimension, northerly aspect and immediate access from their respective living rooms will ensure that these terraces will adequately cater to the future resident's passive outdoor recreation and service needs, pursuant to the objective. On this basis, a variation to the standard is supported.

308. The other 1 bed dwellings, including Dwellings 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, comprise of balconies ranging between 8.8m^2 to 14.4m^2, with minimum 2m dimension and immediate access from their respective living areas and satisfies the standard requirements.

309. Dwellings 13, 14 and 15 (being the 2 bed dwellings) comprise of 26.21m^2, 16.1m^2 and 9.28m^2 usable balcony area, with minimum 2.1m dimension and immediate access from their respective living areas, in accordance with the standard. It is also of note that Dwelling 15 comprises of a substantial secondary north-facing balcony with 26.42m^2 useable area and minimum 2.7m dimension, accessed off the master bed.

310. Overall, all dwellings will comprise of adequate private open space, in accordance with the objective. A variation to the standard is supported.

Storage objective

311. For 1 bed dwellings the standard requires a total minimum 10m^3 storage, of which a minimum 6m^3 must be provided within the dwelling. For 2 bed dwellings the standard requires a total minimum 14m^3 storage, of which a minimum 9m^3 must be provided within the dwelling.

312. The 1 bed dwellings will comprise of between 10.7m^3 to 16.4m^3 total storage, with in excess of 6m^3 internal storage, satisfying the standard requirements.

313. The 2 bed dwellings will comprise of between 14.4m^3 to 16.2m^3 total storage, with in excess of 9m^3 internal storage, satisfying the standard requirements.

314. Dwellings 4, 8, 11, 12, 13, 14, and 15 will have a combined internal and external storage arrangement. However, the minimum internal storage requirements of the standard are satisfied.

315. Adequate storage is provided to all dwellings, pursuant to the objective.

Common property objectives

316. The common property areas within the development are clearly delineated and would not create areas which are difficult to maintain into the future, pursuant to the objective and standard.

Site services objectives

317. The majority of site services will be located at Ground Level, adjacent to the common area. This is acceptable and will ensure that these services can be installed and easily maintained.

318. The mailboxes appear to be located adjacent to the communal entry lobby for ease of access by residents and Australia Post.

Waste and recycling objectives

319. In accordance with the standard, the submitted development plan and the updated WMP by Northern Environmental Design dated 07/07/2020 demonstrate the following:

    (a) The development comprises of a dedicated bin store room (18m^2) at the Upper Ground Level with general rubbish, recycle rubbish and food waste disposal options, easily accessible by staff and residents;
    (b) The WMP confirms that garden waste will be removed by gardening contractors at the time of garden maintenance, in accordance with body corporate requirements;
    (c) The WMP confirms that facilities will be provided on site to facilitate the washing and cleaning of bins to remove waste-smear and odour and that it is the body corporate's responsibility to keep bins clean;
    (d) The WMP confirms that the bin store area will be ventilated in accordance with AS1668 and will comprise of smooth, slip resistant, impervious flooring and will be appropriately drained;
    (e) The WMP specifies that all rubbish will be collected by private contractor once a week at the corner of Sheridan Place and Waltham Street. The collection staff (driver and assistant) will have access to the bin store and it is the responsibility of the collection staff to transfer bins from the bin store via ramp and access door at the Sheridan Place interface, to the collection point, and back again. Bins will be returned to the bin store immediately after collection. The collection staff will transfer bins via bin tug, if required. With the collection point at the corner of Sheridan Lane and Waltham Street, there is no foreseeable truck movement conflicts;
    (f) Further to the above, the WMP outlines that each residential unit will comprise of separate receptacles for garbage and recycling, and that a 30L bin box/container for garbage and recyclables will be provided by the body corporate to each unit's kitchen to facilitate the transfer of garbage and recyclables from the units to bin store room. As outlined earlier, each residential unit comprises internal storage space in excess of the minimum requirements and can easily accommodate a 30L bin box container for garbage and recyclables.

320. Council's City Works Unit reviewed the updated WMP by Northern Environmental Design, dated 07/07/2020, and confirm there are no outstanding requirements.
Functional layout objective

Bedrooms

321. The standard requires main beds to have minimum 3m x 3.4m dimensions, with other beds to have minimum 3m x 3m in dimensions. The standard also requires that in addition to these minimum internal dimensions, all beds are to accommodate a wardrobe. From a review of the plans, it is confirmed that all bedrooms are designed to meet the minimum standard requirements.

Living areas

322. The standard requires the living areas (excluding dining and kitchen) for a 1 bed dwelling to comprise of minimum 3.3m dimension and 10m^2 in area. For 2 bed dwellings the standard requires living areas (excluding dining and kitchen) to comprise of minimum 3.6m dimension and 12m^2 in area. From a review of the plans, it is confirmed that all living areas are designed to meet the standard requirements.

323. The objective and standard are satisfied.

Room depth objective

324. The standard requires single aspect habitable rooms to not exceed a depth of 2.5 times the ceiling height. In this instance the ceiling height is 2.7m, and therefore the maximum room depth is 6.75m.

325. The standard allows a single aspect open plan living area to be increased to 9m in depth if all the following requirements are met:
    (a) The room combines living area, dining and kitchen;
    (b) The kitchen is located furthest from the window; and
    (c) The ceiling height is 2.7m. This excludes where services are provided above the kitchen.

326. From a careful review of the plans, it is evident that all single aspect habitable rooms meet the minimum room depth requirements of the standard. Therefore all habitable rooms will receive adequate daylight access, pursuant to the objective.

Windows objective

327. The standard requires:
    (a) A habitable room to have a window in an external wall of the building;
    (b) A window may provide daylight to a bedroom from a smaller secondary area (snorkel arrangement) within a bedroom where the window is clear to the sky and the secondary area has a minimum 1.2m width and minimum 1.5m x the width, measured from the external surface of the window.

328. The majority of habitable rooms have a window in an external wall of the building and the bedroom snorkel arrangements for Dwellings 1, 5 and 9 satisfy the minimum dimension requirements of the standard. These habitable rooms will receive ample daylight access.

329. However, Dwelling 1 comprises a study nook with no window to an external wall. As this study nook is designed with dual sliding doors to the open plan living/dining/kitchen area and the open plan living area has north and east facing windows, it is considered that this study nook can receive adequate daylight access as desired via the operable sliding doors. Based on this, the provision of no windows to Dwelling 1's study nook is considered acceptable.

Natural ventilation objectives

330. The standard requires that at least 40% of dwellings (or in this instance a minimum of 6 out of the 15 dwellings) should provide effective cross-ventilation that has:
    (a) A maximum breeze path through the dwelling of 18m;
    (b) A minimum breeze path through the dwelling of 5m;
    (c) Ventilation openings with approximately the same area.

    The breeze path must be measured between the ventilation openings on different orientations of the dwelling.

331. From close review it appears that Dwellings 1, 2, 3, 5, 6, 7, 9, 10, 11, 12, 13, 14 and 15 satisfy the standard breeze path requirements, being 86.6% of all dwellings. The standard is satisfied.

<u>Off-site Amenity</u>

332. The site is surrounded by C1Z to the north, east and west. The abutting properties to the east and west comprise of 2-3 storey commercial development and the land to the south-west is used as the open car park to Nos. 170-176 Bridge Road. There will be no foreseeable off-site amenity impacts to these properties. However the property to the south-east, beyond Sheridan Place at No. 2 Waltham Street, is zoned NRZ1 and comprises a single storey dwelling at the Waltham Street frontage with SPOS to the rear (west), in the area adjacent to the development site. This property is the development site's most sensitive interface. Off-site amenity impacts must be considered in relation to this property.

333. A relevant design objective of the DDO21 is *to minimize amenity impacts on residential properties adjoining the Bridge Road Activity Centre including overlooking, overshadowing and visual bulk impacts.* Figure 1 is included in the DDO21 to assist with managing visual bulk impacts with respect to adjacent residentially zoned land.

334. In addition to this, policy at Clause 22.05-4.2 requires new non-residential development near residential properties to be designed to minimise overlooking, overshadowing, visual bulk, loss of daylight, off-site acoustic impacts, unsightly views to commercial development, and light spill. As the proposal is a mixed-use development, the off-site amenity considerations under Clause 22.05-4.2 will be considered.

Visual bulk

335. The interim DDO21 Figure 1 provides the relevant setback requirements for interface with residential zoned land. It is established earlier in the report that the development to the south has been designed to largely meet the setback requirements of Figure 1. There is a minor encroachment in relation to the balcony balustrade at Level 4, as shown earlier in the report, however this is negligible and will not in itself result in adverse off-site visual bulk impacts to the south. Overall, it is considered that the development achieves an acceptable transition in built form and setbacks in the context of the residential land at No. 2 Waltham Street to the south-east. The recessive built form will adequately help to diminish off-site visual bulk impacts to the south.

Overshadowing

336. Policy at Clause 22.05-4.2 requires non-residential development to be designed so as to minimize overshadowing impacts to private open spaces. The shadow diagrams demonstrate that there will be overshadowing to the SPOS at No. 2 Waltham Street between 11am to 3pm. There is no overshadowing impact during 9am-10am.

337. The SPOS to No. 2 Waltham Street is located to the rear (west) and wraps around the dwelling to the north and south sides. Based on the submitted shadow diagrams, it is evident that the greatest overshadowing impact will take place at 3pm with an estimated 16m^2 of the northern courtyard area being overshadowed.

338. However, in observing the shadow diagrams and acknowledging that the lot to No. 2 Waltham Street comprises an estimated 18m width, it is evident that the principal SPOS area to the west of the dwelling will continue to receive a good level of sunlight access at this time and throughout the course of the day.

339. Based on this, it is considered that the proposed development will not unreasonably affect the use of the southern SPOS for outdoor recreation and service needs. There is no concern with regard to overshadowing to the SPOS at No. 2 Waltham Street.

340. It is of relevance to note here that the C1Z building and works decision guidelines at Clause 34.01-8 requires the consideration of overshadowing to existing rooftop solar energy systems of adjoining dwellings within Neighbourhood Residential Zone. The dwelling at No. 2 Waltham Street comprises existing roof mounted solar panels to the northern face of its hipped roof form. Whilst the submitted shadow diagrams do not show the solar panels, it is clear that the proposed building would not cast shadow on the roof of the building, therefore not resulting in any overshadowing of the solar panels.

Daylight to HRWs

341. The development is located adjacent to the rear SPOS to No. Waltham Street and away from the dwelling and its north facing windows. There will be no impact on daylight access to existing HRWs.

Overlooking

342. Rescode provides an accepted guide for the assessment of overlooking. Amongst other things, the standard requires a window or balcony to be located and designed to avoid direct views into the SPOS or HRW of an existing dwelling within a horizontal distance of 9m and 45 degree arc of the window or balcony.

343. The following balconies and windows are within a horizontal distance of 9m from the SPOS to No. 2 Waltham Street:
    (a) Balconies 3 and 4, at Level 1;
    (b) Balconies 7 and 8, at Level 2;
    (c) Balconies 11 and 12, at Level 3;
    (d) Balcony 14, at Level 4;
    (e) The south-facing bed window to Dwelling 11, at Level 3; and
    (f) The south facing living window to Dwelling 12, at Level 3.

344. All aforementioned balconies are designed with an angled screening device with 800mm deep ledge at 1.3m in height above FFL to the south. This device allows horizontal views to the south but restricts views downwards toward the SPOS of 2 Waltham Street. To ensure these devices will effectively prevent overlooking to the SPOS at No. 2 Waltham Street, the screening devices must be annotated as being no more than 25% transparent. This will be facilitated via condition.

345. An objection was raised in relation to overlooking from the sides of the south facing balconies. The balconies at Levels 1, 2 and 3 comprise of a solid wall up to 1.7m above FFL to the eastern boundary. This will prevent overlooking to No. 2 Waltham Street. The eastern privacy screen to Balcony 14 at Level 4 is 1.3m in height. However when standing at the eastern perimeter of the balcony there are no direct views into the SPOS of No. Waltham Street within a horizontal distance of 9.0m. There will be no unreasonable overlooking from the eastern side of this balcony.

346. There is a clear view from the south-facing bed window to Dwelling 11 and the south-facing living window to Dwelling 12 at Level 3 down to the SPOS of No. 2 Waltham Street. A condition will be included to ensure overlooking is addressed from these windows, to the SPOS at No. 2 Waltham.

Noise

347. Policy at Clause 22.05-4.2 requires non-residential development to provide a high level of acoustic protection to adjoining properties.

348. On-site and off-site acoustic impacts have been addressed earlier in the report under the Clause 58 assessment. It is reiterated that in relation to mechanical plant equipment, the submitted Acoustic Report by Clarity recommends:

    (a) The selected roof top condensers (x15) to not exceed power level 68dB L_{Aeq};
    (b) The selected Ground Level condensers (x2) to not exceed power level 67dB L_{Aeq}; and
    (c) The garage door to incorporate appropriate vibration isolation to limit structure-borne noise transfer to apartments above.

349. Subject to these requirements, the mechanical plant equipment on site will meet the night-time SEPP N-1 noise criteria in relation to the nearest affected residential buildings. Subject to other conditions to address on-site acoustic amenity as discussed, the Clarity Report will be endorsed and will form part any permit issued. This will ensure that surrounding residences will not be adversely affected by noise generated by mechanical plant equipment on site.

350. Further to this, the WMP specifies that waste will be collected at the corner of Sheridan Lane and Waltham Street, with bins being transferred via the rear ramp and door at the Sheridan Lane interface and down Sheridan Lane via bin tug, as required. The WMP specifies that waste will be collected once a week between the following hours:
    (a) Monday to Saturday 10am and 3.00pm; and
    (b) Sundays and Public Holidays 10am and 3.00pm.

351. The waste collection hours will ensure that the acoustic amenity of the adjoining and nearby residential properties will be adequately protected and that typical rest times will not be disturbed.

352. It is of note that the retail tenancy is provided at the Bridge Road frontage. All ingress and egress activity, including staff, customers and deliveries will take place at the Bridge Road frontage, away from the more sensitive residential land to the south. There will be appreciable noise impacts generated from the retail use.

Unsightly views into the development

353. Policy at Clause 22.05-4.2 requires new development to minimize opportunities for views from adjoining residential properties into the site where storage and business activity could present an unsightly appearance.

354. The development will have a high quality architectural result at the Sheridan Place interface. All car parking, bicycle storage and bins will be stored inside the building. As noted earlier, the WMP states that waste collection staff will have access to the bin store and will transfer bins from the bin store to the collection point, and back to again. The bins will be returned to the bin store immediately after collection. There will be no unsightly views to the development from Sheridan Place. Further to this, given the bins will be returned to the bin store immediately after collection, there will be no adverse visual amenity impact along Waltham Street on collection days.

Light spill

355. Policy at Clause 22.05-4.2 requires light spill to HRWs of nearby residential properties to be minimized. As discussed earlier in the report, the secondary pedestrian entry and bicycle store access provided at the rear of the building must comprise external lighting to minimise risk to safety and security at the Sheridan Place interface during evening times. It is also possible that the southern balconies may comprise external lighting. Pursuant to policy at Clause 22.05-4, all fixed external lighting must be located, directed, shielded and of limited intensity to ensure no adverse light spill onto neighbouring HRWs. This will be required via Council's standard condition.

356. In other regards, vehicles will egress the site at the Sheridan Place interface. Due to the position of the garage and the high fencing to the northern boundary at No. 2 Waltham Street, there will be no adverse light spill from vehicle headlights to the HRWs of the dwelling at No. 2 Waltham Street.

Commercial waste

357. Policy at Clause 22.05-4.3 requires the submission of a WMP that includes details of proposed waste management practices, storage and disposal, demonstrating that the amenity of the surrounding area will not be unreasonably affected. The submitted updated WMP by Northern Environmental Design, dated 07/07/ 2020 has been reviewed by Council's City Works Branch and is supported. There are no foreseeable off site amenity impacts associated with waste management and collection.

Construction management

358. Policy at Clause 22.05-4.4 requires all development to ensure that construction times, storage and disposal methods minimize disruption to nearby residential and business uses. Council's standard construction management plan (major projects) condition will be included on the permit to ensure that construction is adequately managed to minimize off-site disturbance.

Car parking and traffic

359. As identified earlier in the report, with 3 car spaces provided on site (allocated to the 3 x 2 bed dwellings), the applicant is seeking a total reduction of 17 car spaces, including 5 car spaces associated with the retail tenancy and 12 car spaces associated with the 12 x 1 bed dwellings.

360. The relevant considerations for a reduction in car parking requirements are found at Clause 52.06-7 of the Scheme. Council's Engineering Unit provides an assessment against these considerations. Council's Engineering Unit advises that the provision of 3 resident car spaces on-site is appropriate based on the following:

Car parking demand for flat-type 1 and 2 bed dwellings

361. The 2016 ABS Census data for the Richmond area shows that for flat-type dwellings the average car ownership for one and two bed dwellings is 0.74 and 0.92 cars per dwelling, respectively. This suggests that there is a market demand for dwellings without any on-site car parking, especially when located close to public transport nodes. Council's Engineering Unit recognises that car ownership is influenced by a number of factors (including public transport access, proximity to employment and education centres, affordability, environmental concerns and access to services) and that in inner areas many households do not own a car for a range of reasons.

362. The proposal for 12 x 1 bed dwellings without on-site car parking reflects the statistical trend for car ownership in the Richmond area.

Car parking demand for the retail tenancy

363. Council's Engineering Unit advise that retail uses typically generate a staff parking demand of 1 space per 100m^2 of floor area. This equates to 2 long term car spaces for the retail tenancy on site. In addition, Council's Engineering Services Unit identify that demand for on-street parking in the area is generally high and that the local streets consist of time based parking restrictions. This will be a disincentive for retail staff to travel to the site by private motor vehicle.

Car parking survey data

364. As part of the Traffic Engineering Report, Traffix Group conducted an inventory and spot survey of the car parking within 150m of the subject site along Bridge Road and Waltham Street. The inventory survey shows that there was 55-57 short-term parking spaces and no long-term parking spaces in the vicinity of the subject site. The spot survey of car parking was undertaken at 4pm on Tuesday, 28 January 2020. At the time of the survey, it was found that 29 of the short-term car spaces were occupied and 26 were vacant (being an occupancy rate of 53%).

365. Council's Engineering Services Unit have reviewed the application material, including the Traffix Report, and confirm that the reduction of 17 car spaces associated with the 1 bed dwellings and retail tenancy is appropriate.

366. The proposed reduction in car parking is supported based on the following:

(a) The site has excellent access to public transport services, including immediate access to Tram Routes 48 and 75 along Bridge Road with tram stop No.17 located forward of the site, is within 220m of Tram Route 78 along Church Street and is within reasonable walking distance to other modes of public transport including bus services along Punt Road and the West Richmond Railway Station. The site also has immediate access to the on-road bicycle network. This offers convenient alternative modes of transport to residents, staff, customers and visitors and is expected to reduce the overall impact on the local car parking conditions;

(b) The spot parking survey undertaken by Traffix Group confirms that there is no long term parking in the area. The future occupants of the 1 bed dwellings and the retail staff would be well aware of this and that there is no allocated on-site car parking available to them. Therefore, the future occupants of the 1 bed dwellings are expected to be 'no private motor vehicle ownership' households and the retail staff are expected to opt for alternative modes of transport to the site. The site's convenient access to public transport and the on-road bicycle network including the provision of 17 bicycle spaces on site (in excess of the statutory requirement) will support this;

(c) The site's convenient access to shops, businesses, essential facilities and amenities within the Bridge Road MAC will also reduce resident reliance on private vehicle use/ownership;

(d) Council's Engineering Unit confirm that although the demand for on-street parking in Richmond is generally high, the streets surrounding the site comprise of short-term parking restrictions. This will ensure a turnover of car parking for customers and visitors to the site. Traffix Group confirm that from their spot survey undertaken on Tuesday 28 January 2020, that a total 26 short-term car spaces were available in the area. This will easily cater to the customer/visitor car parking demand;

(e) As advised by Council's Engineering Unit, customers and visitors to the site who choose to drive might combine their visit by engaging in other business or activities whilst in the area. On this basis, the overall demand for parking is expected to be less than the sum of individual demands for each premises in the activity centre;

(f) Council's Engineering Unit supports the car parking reduction as it is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

(g) Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such Bridge Road, where spare on-street car parking capacity would be shared amongst sites within the centre. The principle is, the overall demand for parking within the Bridge Road MAC as a whole is expected to be less than the sum of individual demands for each premises within the centre;

(h) Further to this, the site has convenient access to a GoGet CarShare pod located along Waltham Street, 50m east of the site. This may also provide an alternative option of transport for residents, staff, customers and visitors and may help to reduce overall car parking demand in the area.

367. In addition to the above considerations, Clause 52.06-7 decision guidelines include local traffic management as a relevant consideration. Council's Engineering Services Unit acknowledge that all development traffic will be utilising Sheridan Place to access the site and advise that the traffic generated by the development should not have a detrimental impact on the traffic operation of the surrounding road network.

368. Overall, and as advised by Council's Engineering Unit, the proposed reduction in car parking is considered appropriate for this locality, is acceptable when considered against the relevant Clause 52.06-7 considerations and is consistent with the purpose of Clause 52.06.

Car park access and layout

369. Clause 52.06-9 of the Scheme includes relevant design standards for car parking. Council's Engineering Unit have provided advice in relation to these matters and confirm that a high level of compliance is achieved. However the following outstanding information must be provided:

    (a) The roller door width is to be clearly dimensioned;
    (b) The depth of the car spaces is to be clearly dimensioned;
    (c) The provision of a 40mm lip from the edge of the laneway to the FFL of the front edge of the slab at ground level, demonstrated through a cross sectional drawing showing the reduced level of the west and east edge of Sheridan Place, the centreline of Sheridan Place and the finished floor level of the slab.

370. The above requirements will be facilitated via condition.

Bicycle facilities and strategic transport

371. As outlined earlier in the report, under Clause 52.34 of the Scheme the proposed development requires the provision of a minimum 4 resident/employee bicycle spaces and 2 resident visitor bicycle spaces on site. A total 17 resident/employee bicycle spaces are provided within the bike store on site. This far exceeds the statutory requirement, however it is of note that no easily accessible visitor bicycle spaces are provided on site, falling short of the minimum 2 visitor bicycle spaces required under Clause 52.34.

372. The application was referred to Council's Strategic Transport Unit for advice. Strategic Transport have supported the variation of the 2 visitor bicycle spaces on the following basis:
    (a) The development only provides a statutory trigger to provide 2 visitor spaces; and Council's best practice rate recommends the provision of 4 visitor spaces.
    (b) The rear access is not suitable for retail visitor use, and is not particularly suitable for visitors to the residential component; however if residential visitors are concerned about the security of their bikes they can request access to the bike store through their hosts.
    (c) It is not recommended the applicant provide visitor spaces at the frontage due to the heritage constraints of the site; and because the existing footpath outside the subject site is already significantly cluttered.
    (d) Council's urban design team are currently planning a street furniture upgrade of Bridge Road, and the inclusion of additional bike hoops by the developer is likely to interfere with this process.
    (e) There are a number of visitor bike spaces in reasonable proximity to the subject site which are likely to cater for the peak expected demand of 4 visitor spaces.

373. Based on the advice of Council's Strategic Transport Unit, the variation of 2 visitor bicycle spaces is accepted.

374. In relation to the design of the bicycle store room on site, Council's Strategic Transport Unit raised concern with the 1m wide x 1:20 grade ramp located adjacent to the flat floor, advising that the ramp will result in tripping hazard for people trying to remove their bikes from the hanging racks and also the 1m aisle width falls short of the minimum 1.5m required under AS2890.3. To eliminate this hazard, Council's Strategic Transport Unit recommends that the 1:20 grade be extended across the entire bike store floor area. The applicant has responded confirming that this can be accommodated. This will be required via condition.

375. Council's Strategic Transport Unit have advised that although it is acceptable that no EV charging points are installed, to allow for easy provision for EV charging in the future each of the three car parking bays should be electrically wired to be EV ready.

376. The plans clearly show the provision of 1 x EV charging station, contrary to the Strategic Transport Units advice. Nonetheless, conditions will be required to ensure that the remaining two parking bays are electrically wired to be EV ready and that the proposed and future charging stations are to comprise a minimum 40A single phase electrical sub circuit, as per the Strategic Transport Unit advice.

Objector concerns

377. Many of the objector concerns have been discussed within the body of the report as shown below. Outstanding objections raised are addressed as follows:

(a) Built form, height , scale, setback and design (wedding cake presentation);

(i) This is addressed at paragraphs 151-174 and 208-216.

(ii) In addition to these considerations, an objection was raised that the proposed development will dominate the Waltham street streetscape. The subject site is located 30m west of Waltham Street. This provides sufficient distance to ensure that the proposed development will not have a prominent presentation within the Waltham Street streetscape. There is no concern in this regard.

(b) The built form responds to anticipated future multi-level built form to the east and west, which will unlikely occur;

(i) The proposed development is designed generally in accordance with the built form requirements of the interim DDO21 control and the sheer 6 storey walls to the east and west will protect the equitable development opportunities of the eastern and western adjoining properties, should this take place in the future. This is considered to be a favourable design response for the site and is supported.

(c) Impact on heritage values;

(i) This is addressed at paragraphs 175-207.

(ii) In addition to these considerations, an objection was raised with regard to the insufficient built form transition to the southern HO332. Council's Heritage Advisor has reviewed the application and raised no particular concern with regard to the built form transition to the south in relation to heritage values. The built form transition to the HO332 is not of concern.

(d) Impacts on views to Pelaco Sign, Richmond Town Hall and impact on heritage skyline;

(i) Views to the Pelaco Sign and impact on the heritage skyline is addressed at paragraphs 221-227.

(ii) With regard to views to the Richmond Town Hall, it is of note that the Richmond Town Hall is located 370m to the north-east, on the northern side of Bridge Road. Due to the distance and position of the Richmond Town Hall in relation to the site, it is considered that the proposed development will have no impact on critical views to the Clocktower of Richmond Town Hall. This is not of concern.

(e) Equitable development for eastern and western abutting properties and southern adjacent residential property at 2 Waltham Street;

(i) This is addressed at paragraphs 167-174.

(f) On-site amenity;

(i) This is addressed at paragraphs 239-331.

(ii) In addition to these considerations, an objection was raised in relation to the insufficient daylight access to lightwell windows. It is of note that where a HRW is provided to the lightwell, it serves as a secondary source of daylight to the open plan living area. The primary daylight to these rooms is from the north and south. There is no concern in this regard.

(g) Insufficient transition in built form to the southern NRZ1;

(i) This is addressed at paragraphs 172-173.

(h) Off-site amenity impacts;

(i) Off-site amenity impacts to No. 2 Waltham Street and noise impacts to nearby residences is addressed at paragraphs 332-358.

(ii) An objection was also raised with regard to overshadowing to No. 2a Waltham Street to the east. The shadow diagrams show that there will be overshadowing to the roof of the converted warehouse building at 2a Waltham Street. This will have no adverse off-site amenity impacts to the residence.

(i) Wind tunnel impact;

(i) This is addressed at paragraphs 236-238.

(j) Impact on car parking;

(i) This is addressed at paragraphs 359-370.

(ii) In addition to these considerations, an objection was raised in relation to the impact on car parking in Waltham Street after restricted parking hours. As outlined earlier in the report, the surrounding streets comprise short-term parking restrictions. There is no long term parking in the area. It would be impractical for the 1 bed dwelling residents to own a private motor vehicle and rely on after hours parking (9pm to 7.30am) in Waltham Street. Staff will be at the site during typical business hours. Therefore, there will be no appreciable impact from staff on the car parking in Waltham Street during the 9pm-7.30am hours. The car parking needs of customers and visitors is short term only and is not expected to have a detrimental impact on car parking along Waltham Street.

(k) Impact on social wellness with regard to lack of visitor and customer parking;

(i) As outlined earlier in the report, Council's Engineering Unit confirm that although the demand for on-street parking in Richmond is generally high, the short-term parking restrictions will ensure a turnover of car parking for customers and visitors to the site. Traffix Group confirm that from their spot survey undertaken on Tuesday 28 January 2020, that a total 26 short-term car spaces were available in the area. This will easily cater to the customer/visitor car parking demand. There is no foreseeable adverse impact on the social wellness of visitors and customers with regard car parking.

(l) One loading bay and one accessible car space should be provided on site;

(i) The application was referred to Council's Engineering Unit. The Engineering Unit raised no concern in this regard.

(m) Deliveries via Bridge Road frontage;

(i) An objection was raised with regard to the impractical arrangement of deliveries taking place at the Bridge Road frontage and causing conflict with people using the tram stop located forward of the site. A loading zone is located approximately 70m east of the site along Bridge Road. Delivery personnel are expected to park here or otherwise use other vacant parking bays along Bridge Road for deliveries to the site. Deliveries to the site are expected to be infrequent. This is a similar to the arrangement of other retail premises along the Bridge Road MAC and is not expected to cause any particular conflict with pedestrians or tram patrons.

(n) Greenhouse gas emissions due to ac units;

(i) The application was referred to Council's EDS Officer for comment. No objection was raised in relation to the use of ac units at the site.

(o) Loss of property values;

(i) The Victorian Civil and Administrative Tribunal have generally found subjective claims that a proposal will reduce property values are difficult, if not impossible to gauge and of no assistance to the determination of a planning permit application. It is considered the impacts of a proposal are best determined through an assessment of the amenity implications rather than any impacts upon property values. The report provides a detailed assessment of the amenity impacts of this proposal.

(p) Applicant did not consult with surrounding owners;

(i) Whilst it is encouraged that the applicant consult with neighbouring property owners/occupants prior to submission, it is not mandatory. The application was advertised in accordance with Section 52 of the *Planning and Environment Act* 1987. The number of submissions received would suggest that public notice was effective in notifying surrounding owners and occupants about this application.

(q) Disruption during construction phase including noise and impact on traffic and tram services along Bridge Road;

(i) Some noise and other off-site impacts are inevitable when any construction occurs. The developer will be required to meet relevant Local Law and EPA regulations regarding construction practices to ensure these impacts are mitigated. Further to this, a Construction Management Plan will be required as a condition. This will include submission of a traffic management plan, which will help to mitigate disruption of traffic and trams along Bridge Road.

(r) A construction management plan should be prepared in consultation with neighbouring properties.

(i) As noted above, a detailed Construction Management Plan will be required via condition and must be prepared to Council's satisfaction. This will ensure that disturbances to neighbouring properties during the construction phase are appropriately mitigated.

Conclusion

378. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement.

379. The proposal, subject to the conditions recommended, is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies.

RECOMMENDATION

That a Notice of Decision to Grant Planning Permit PLN19/0428 be issued for partial demolition and use and development of the land for the construction of a mulit-storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only), construction of a verandah over a Road Zone Category 1 and a reduction of the car parking requirements at 178-182 Bridge Road, Richmond generally in accordance with the decision plans and subject to the following conditions:

1. Before the use and development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions, and three copies must be provided. The plans must be generally in accordance with the decision plans, prepared by T-A Square Architects dated May 2020 but modified to show:

   Built form / plan detail

   (a) A plan notation indicating that no development will take place outside the title boundaries of the site (excluding the verandah over Bridge Road);

   (b) The demolition plan including demolition of the front canopies over the Bridge Road footpath and the rear and internal fencing;

   (c) Sloping partition walls to eastern and western boundaries at the Bridge Road frontage at Levels 4 and 5, as shown on the sketch plans received by Council on 25 September 2020;

   (d) Modifications to the fenestration of the northern wall at Levels 1-3, as shown on the sketch plans received by Council on 25 September 2020;

   (e) Modifications to the application of finishes, as shown on the sketch plans received by Council on 25 September 2020;

   (f) Provision of 250mm deep shading devices to the north facing windows at Levels 1-3, as shown on the sketch plans received by Council on 25 September 2020;

   (g) Deletion of the two central verandah posts, as shown on the sketch plans received by Council on 25 September 2020;

   (h) The eastern and western boundary walls to consist of a light grey textured precast finish to the upper levels as shown on the sketch plans received by Council on 25 September 2020;

   (i) A plan notation indicating that the internal facing kitchen windows to Dwellings 6, 7, 10 and 11 will comprise a sill height of 1.7m above finished floor level;

   (j) The north-facing bedroom windows to Dwellings 5, 6, 9 and 10 and the north-facing balconies to Dwellings 6 and 10 to comprise additional screening measures to limit views into the lower level balconies in accordance with the Objective of clause 58.04-2, to the satisfaction of the Responsible Authority;

   (k) A plan notation indicating that the privacy screens between Balconies 3 and 4 and between Balconies 7 and 8 will be no more than 25% transparent;

   (l) A plan notation indicating that all balcony privacy screens/devices along the southern elevation of the building are to be no more than 25% transparent;

   (m) The south facing bed window to Dwelling 11, the south facing living window to Dwelling 12, and the south-facing open plan living area windows to Dwelling 15 to comply with the requirements of the objective of clause 58.04-2;

   (n) Detailed diagrams demonstrating compliance with Clause 55.04-6 Overlooking (Standard B22) from the south-facing Dwelling 11 bedroom window and Dwelling 12 living room window into the secluded private space of No. 2 Waltham Street. Any additional screening measures used to achieve compliance are to be shown.

   (o) A plan notation stating that all adaptable bathrooms with door opening inwards are to comprise a door with readily removable hinges;

   (p) A plan notation stating that all adaptable bathrooms are to comprise a hobless (step-free) shower;

   (q) A plan notation indicating that all Design Option B adaptable bathrooms (as per Standard D17 requirements) are to comprise a shower with removable shower screen;

(r) The schedule of colours and finishes updated in accordance with the sketch plans received by Council on 25 September 2020 and to include a more detailed description of the off-white render finish and application, demonstrating long lasting durability and high quality architectural result, to the satisfaction of the Responsible Authority;

(s) Acoustic materials/treatments as per endorsed Acoustic Report.

Car Parking and Access

(t) The entire floor of the bike store to comprise a 1:20 grade, eliminating the variation between flat floor and ramp;

(u) A plan notation stating the car spaces will be electrically wired to be EV;

(v) The roller door width clearly dimensioned;

(w) The depth of the car spaces clearly dimensioned;

(x) The provision of a 40mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, demonstrated through a cross sectional drawing showing the reduced level of the west and east edge of Sheridan Place, the centreline of Sheridan Place and the finished floor level of the slab;

Reports and Plans

(y) Any amendments as required by the endorsed Conservation Management Plan pursuant to Condition 6;

(z) Any amendments as required by the endorsed Landscape Plan pursuant to Condition 8;

(aa) Any amendments as required by the endorsed Sustainable Management Plan pursuant to Condition 10;

(bb) Any amendments as required by the endorsed Acoustic Report pursuant to Condition 12;

(cc) Any amendments as required by the endorsed Wind Report pursuant to Condition 14;

(dd) Any amendments as required by the endorsed Waste Management Plan pursuant to Condition 16;

2. The use and development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. In conjunction with the submission of development plans under Condition 1, a Façade Strategy and Materials and Finishes Plan to the satisfaction of the Responsible Authority must be submitted to and be approved by the Responsible Authority. When approved, the Façade Strategy and Materials and Finishes Plan will be endorsed and will then form part of this permit. This must detail:
   (a) elevations at a scale of 1:20 illustrating typical podium details, entries and doors, and utilities and typical mid-level and upper level facade details;
   (b) section drawings to demonstrate façade systems, including fixing details and joints between materials or changes in form;
   (c) information about how the façade will be maintained, including any vegetation; and
   (d) a sample board and coloured drawings outlining colours, materials and finishes.

4. As part of the ongoing consultant team, T-A Square Architects or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
   (a) oversee design and construction of the development; and

(b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.

5. Before the use and development commences, the 'hiatus land' between Lot 1 on TP813292N and Lot 1 on TP579700B must form part of the subject site. Title documents demonstrating this must be submitted to and be approved by the Responsible Authority.

Conservation Management Plan

6. Before the demolition commences, a Conservation Management Plan prepared by a suitably qualified heritage practitioner/ architect must be submitted to and approved by the Responsible Authority. When approved, the Conservation Management Plan will be endorsed and will form part of this permit. The Conservation Management Plan must include, but not be limited to, the following:

   (a) A schedule of conservation works required for the retained shopfront/s;

   (b) Retention of the two interpretative plaques and re-affixed in similar positions.

7. The provisions, recommendations and requirements of the endorsed Conservation Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Landscaping Plan

8. Before the use and development commences, an amended Landscape Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Landscape Plan will be endorsed and will form part of this permit. The amended Landscape Plan must be generally in accordance with the Landscape Plan prepared by John Patrick Landscape Architects, but modified to include (or show):

   (a) Necessary corrections to plant call-outs and numbers;

   (b) Replacement of the *Agapanthus praecox ssp. Orientalis* with Dianella species - Little Jess,

   all to the satisfaction of the Responsible Authority.

9. Before the buildings are occupied, or by such later date as approved in writing by the Responsible Authority, the landscaping works shown on the endorsed Landscape Plan must be carried out and completed to the satisfaction of the Responsible Authority. The landscaping shown on the endorsed Landscape Plan must be maintained by:

   (a) implementing and complying with the provisions, recommendations and requirements of the endorsed Landscape Plan;

   (b) not using the areas set aside on the endorsed Landscape Plan for landscaping for any other purpose; and

   (c) replacing any dead, diseased, dying or damaged plants,

   to the satisfaction of the Responsible Authority.

Amended Sustainable Management Plan Required

10. Before the use and development commences, an amended Sustainable Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Sustainable Management Plan will be endorsed and will form part of this permit. The amended Sustainable Management Plan must be generally in accordance with the Sustainable Management Plan prepared by Northern Environmental Design, dated 07/02/2020 and Water Sensitive Urban Design (**WSUD**) Report by Northern Environmental Design, dated 07/02/2020, but modified to include or show:

(a) A statement that a 240 litre food waste bin will be collected once a week, as per the endorsed Waste Management Plan;

(b) A statement discussing how the amended schedule of colours and finishes, as shown on the sketch plans received by Council on 25 September 2020, assist with urban heat mitigation;

(c) Clarify shading treatment to north facing windows at Levels 1-3, as shown on the amended sketch plans received by Council on 25 September 2020;

(d) Clarify the extent to which building fabric and subsequent performance has been exceeded;

(e) Clarify thermal performance of the non-residential component;

(f) Provide a statement confirming availability to car share facilities in the immediate vicinity;

(g) Include a site specific Construction Waste Management Plan specifying a target rate of 80% of demolition and construction waste will be adopted for the construction phase to minimize the volume of waste to landfill.

11. The provisions, recommendations and requirements of the endorsed Sustainable Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

Amended Acoustic Report Required

12. Concurrent with the plans requested at Condition 1, an amended Acoustic Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Acoustic Report will be endorsed and will form part of this permit. The amended Acoustic Report must be generally in accordance with the Acoustic Report by Clarity Acoustics, dated 07/02/2020, but modified to include:

(a) The sound power level for the retail tenancy kitchen exhaust fan to be specified, meeting night-time SEPP N-1 noise limits;

(b) Recommendations for structure borne noise from the kitchen exhaust fan and condenser units to meet night time SEPP N-1 limits.

13. The provisions, recommendations and requirements of the endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Amended Wind Report

14. Before the use and development commences, an amended Wind Assessment to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Wind Assessment will be endorsed and will form part of this permit. The amended Wind Assessment must be generally in accordance with the Wind Assessment prepared by Vipac Engineers & Scientists and dated 7 February 2020, but modified to include or show:

(a) Demonstrate sitting criterion is achieved for all dwelling balconies to the satisfaction of the responsible authority.

15. The provisions, recommendations and requirements of the endorsed Wind Assessment Report must be implemented and complied with to the satisfaction of the Responsible Authority.

Waste Management Plan

16. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

17. The collection of waste from the site must be by private collection, unless with the prior written consent of the Responsible Authority.

Car parking

18. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the area set aside on the endorsed plans for the car parking spaces, access lanes, driveways and associated works must be:

    (a) constructed and available for use in accordance with the endorsed plans;
    (b) formed to such levels and drained so that they can be used in accordance with the endorsed plans;
    (c) treated with an all-weather seal or some other durable surface; and
    (d) line-marked or provided with some adequate means of showing the car parking spaces;

    to the satisfaction of the Responsible Authority.

Lighting

19. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating pedestrian and vehicular entrances and the internal entrance courtyard must be provided within the property boundary. Lighting must be:
    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity,
    (e) to the satisfaction of the Responsible Authority.

General

20. The amenity of the area must not be detrimentally affected by the development or use, including through:
    (a) the transport of materials, goods or commodities to or from land;
    (b) the appearance of any buildings, works or materials;
    (c) the emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or
    (d) the presence of vermin.

21. Finished floor levels shown on the endorsed plans must not be altered or modified without the prior written consent of the Responsible Authority.

22. Before the building is occupied, any wall located on a boundary facing public property must be treated with a graffiti proof finish to the satisfaction of the Responsible Authority.

23. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

24. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, all new on-boundary walls must be cleaned and finished to the satisfaction of the Responsible Authority.

25. All buildings and works must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

26. All pipes, fixtures, fittings and vents servicing any building on the land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.

27. The development must comply at all times with the State Environment Protection Policy – Control of Noise from Commerce, Industry and Trade (SEPP N-1).

28. The development must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

Road Infrastructure

29. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the kerb and channel and footpath along the Bridge Road frontage must be reconstructed:
    (a) With a cross-fall of 1 in 40 unless otherwise specified by Council;
    (b) at the permit holder's cost; and
    (c) to the satisfaction of the Responsible Authority.

30. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development (including trenching and excavation for utility service connections) must be reinstated:
    (a) at the permit holder's cost,
    (b) to the satisfaction of the Responsible Authority.

31. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of the any assets necessary to facilitate the development must be undertaken:

    (a) in accordance with any requirements or conditions imposed by the relevant authority;

    (b) at the permit holder's cost; and

    to the satisfaction of the Responsible Authority.

32. Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

33. Prior to the completion of the development, subject to the relevant authority's consent, the relocation of any service poles, street line markings, car parking sensors, service structures or service pits necessary to facilitate the development must be undertaken:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

34. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, the removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

Department of Transport (Conditions 35 to 38)

35. The construction of the development must not disrupt tram operations on Bridge Road without the prior written consent of the Head, Transport for Victoria (Department of Transport).

36. Any request for written consent to disrupt tram operations on Bridge Road during the construction of the development must be submitted to the Department of Transport not later than 8 weeks prior to the planned disruption and must detail measures that will occur to mitigate the impact of the planned disruption.

37. During construction of the development, the existing tram stop infrastructure on Bridge Road must not be damaged or altered. Any damage or alteration to tram infrastructure must be rectified at no cost to and to the satisfaction of the Department of Transport.

38. Separate consent may be required from the Department of Transport (Head, Transport for Victoria) under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1. Please contact Department of Transport prior to commencing any works.

Construction Management Plan

39. Before the development commences, a Construction Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will form part of this permit. The plan must provide for:

    (a) a detailed dilapidation report which details and documents the existing and post construction conditions of the surrounding road infrastructure and adjoining private properties;

    (b) works necessary to protect road and other infrastructure;

    (c) remediation of any damage to road and other infrastructure;

    (d) containment of dust, dirt and mud within the land and method and frequency of clean up procedures to prevent the accumulation of dust, dirt and mud outside the land;

    (e) facilities for vehicle washing, which must be located on the land;

    (f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;

    (g) site security;

    (h) management of any environmental hazards including, but not limited to:

        (i) contaminated soil;

        (ii) materials and waste;

        (iii) dust;

        (iv) stormwater contamination from run-off and wash-waters;

        (v) sediment from the land on roads;

        (vi) washing of concrete trucks and other vehicles and machinery; and

        (vii) spillage from refuelling cranes and other vehicles and machinery;

    (i) the construction program;

    (j) preferred arrangements for trucks delivering to the land, including delivery and unloading points and expected duration and frequency;

    (k) parking facilities for construction workers;

    (l) measures to ensure that all work on the land will be carried out in accordance with the Construction Management Plan;

    (m) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;

    (n) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced;

    (o) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads;

(p) a Noise and Vibration Management Plan showing methods to minimise noise and vibration impacts on nearby properties and to demonstrate compliance with Noise Control Guideline 12 for Construction (Publication 1254) as issued by the Environment Protection Authority in October 2008. The Noise and Vibration Management Plan must be prepared to the satisfaction of the Responsible Authority. In preparing the Noise and Vibration Management Plan, consideration must be given to:

(i) using lower noise work practice and equipment;

(ii) the suitability of the land for the use of an electric crane;

(iii) silencing all mechanical plant by the best practical means using current technology;

(iv) fitting pneumatic tools with an effective silencer;

(v) other relevant considerations.

(q) any site-specific requirements.

40. During the construction:

(a) any stormwater discharged into the stormwater drainage system must be in compliance with Environment Protection Authority guidelines;

(b) stormwater drainage system protection measures must be installed as required to ensure that no solid waste, sediment, sand, soil, clay or stones from the land enters the stormwater drainage system;

(c) vehicle borne material must not accumulate on the roads abutting the land;

(d) the cleaning of machinery and equipment must take place on the land and not on adjacent footpaths or roads; and

(e) all litter (including items such as cement bags, food packaging and plastic strapping) must be disposed of responsibly.

If required, the Construction Management Plan may be approved in stages. Construction of each stage must not commence until a Construction Management Plan has been endorsed for that stage, to the satisfaction of the Responsible Authority.

41. The provisions, recommendations and requirements of the endorsed Construction Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

42. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

(a) before 7 am or after 6 pm, Monday-Friday (excluding public holidays);

(b) before 9 am or after 3 pm, Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday); or

(c) at any time on Sundays, ANZAC Day, Christmas Day and Good Friday.

Time expiry

43. This permit will expire if:

(a) the development is not commenced within two years of the date of this permit;

(b) the development is not completed within four years of the date of this permit; or

(c) the use is not commenced within five years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

This site is subject to a Heritage Overlay. A planning permit may be required for any external works.

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5585 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, valves or meters on Council property will be accepted.

All future businesses and residents (whether as owners, lessees/tenants, occupiers) within the development approved under this permit, will not be permitted to obtain business, resident or visitor parking permits.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Council will not permit clean groundwater from below the groundwater table to be discharged into Council's drainage system. Basements that extend into the groundwater table must be waterproofed/tanked.

Use of Security Cameras must comply with Section 8(1) of the Surveillance Devices Act (2007) which outlines a permit holder's responsibility in relation to surveillance devices. Please ensure compliance with the relevant legislation at all times the security cameras are in use.

Load bearing weights for the building need to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of soil media, planter box and plant mass proposed.

Public Open Space Contribution

In accordance with the Yarra Planning Scheme, a 4.5 per cent public open space contribution will apply in the event of the subdivision of the land.

Department of Transport

Foreseen disruptions to tram operations and mitigation measures must be communicated to Department of Transport eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@transport.vic.gov.au.

CONTACT OFFICER: **Michelle King**
TITLE: **Principal Planner**
TEL: **9205 5333**

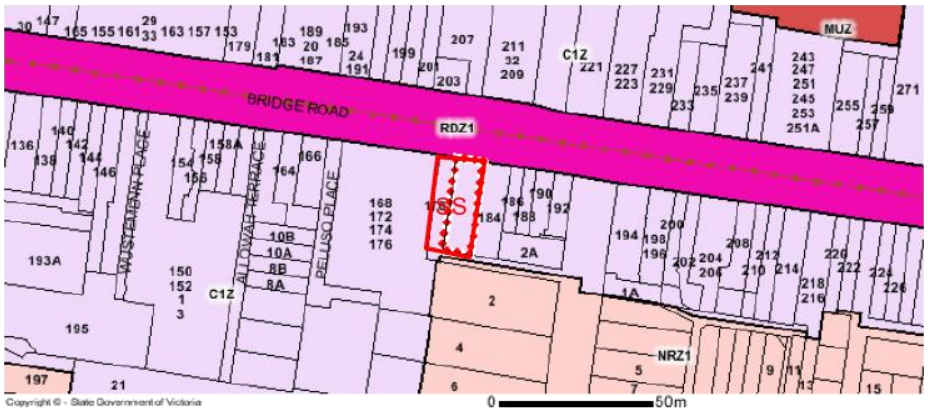
Attachments

1 PLN19/0428 - 178-182 Bridge Road, Richmond - Site Plan
2 PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1
3 PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2
4 PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 3
5 PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)
6 PLN19/0428 - 178-182 Bridge Road, Richmond - Dept. of Transport
7 PLN19/0428 - 178-182 Bridge Road, Richmond - Streetscapes and Natural Values Unit
8 PLN19/0428 - 178-182 Bridge Road, Richmond - Open Space Unit
9 PLN19/0428 - 178-182 Bridge Road, Richmond - Urban Design Unit (Original)
10 PLN19/0428 - 178-182 Bridge Road, Richmond - Urban Design Unit (Supplementary)
11 PLN19/0428 - 178-182 Bridge Road, Richmond - Heritage Advisor
12 PLN19/0428 - 178-182 Bridge Road, Richmond - Engineering Unit
13 PLN19/0428 - 178-182 Bridge Road, Richmond - Strategic Transport Unit
14 PLN19/0428 - 178-182 Bridge Road, Richmond - Strategic Planning
15 PLN19/0428 - 178-182 Bridge Road, Richmond - ESD Advisor
16 PLN19/0428 - 178-182 Bridge Road, Richmond - City Works Unit
17 PLN19/0428 - 178-182 Bridge Road, Richmond - Acoustic Consultant
18 PLN19/0428 - 178-182 Bridge Road, Richmond - Wind Consultant

Attachment 1 - PLN19/0428 - 178-182 Bridge Road, Richmond - Site Plan

ATTACHMENT 1

SUBJECT LAND: 178 – 182 Bridge Road, Richmond



North

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

DRAWING SCHEDULE

DWG NO.	REV	DRAWING TITLE
TP000	4	COVER SHEET + DRAWING SCHEDULE
TP001	1	SITE CONTEXT & SITE PHOTOS
TP002	1	PLANNING CONTROLS
TP003	1	DESIGN RESPONSE - MASSING
TP004	1	DESIGN RESPONSE - FACADE DESIGN
TP005	1	DESIGN RESPONSE - ESD INITIATIVES
TP006	1	ARTIST IMPRESSION 01
TP007	1	ARTIST IMPRESSION 02
TP008	1	ARTIST IMPRESSION 03
TP010	2	EXISTING & DEMOLITION PLAN
TP011	2	EXISTING & DEMOLITION PLAN
TP100	4	FLOOR PLAN - LOWER GROUND
TP100.1	3	FLOOR PLAN - UPPER GROUND
TP101	4	FLOOR PLAN - LEVEL 01
TP102	3	FLOOR PLAN - LEVEL 02
TP103	3	FLOOR PLAN - LEVEL 03
TP104	4	FLOOR PLAN - LEVEL 04
TP105	4	FLOOR PLAN - LEVEL 05
TP106	2	FLOOR PLAN - ROOF
TP110	4	APARTMENT LAYOUT - BADS Review
TP111	4	APARTMENT LAYOUT - BADS Review
TP112	4	APARTMENT LAYOUT - BADS Review
TP113	4	APARTMENT LAYOUT - BADS Review
TP200	2	PROPOSED ELEVATIONS - NORTH & WEST
TP201	2	PROPOSED ELEVATIONS - SOUTH & EAST
TP202	3	STREETSCAPE ELEVATIONS - EXISTING
TP203	3	STREETSCAPE ELEVATIONS - PROPOSED
TP300	4	SECTION A-A
TP301	4	SECTION B-B
TP400	2	SHADOW STUDY - 9AM
TP401	2	SHADOW STUDY - 10AM
TP402	2	SHADOW STUDY - 11AM
TP403	2	SHADOW STUDY - 12PM
TP404	2	SHADOW STUDY - 1PM
TP405	2	SHADOW STUDY - 2PM
TP403	2	SHADOW STUDY - 3PM
TP500	3	DEVELOPMENT SUMMARY

BRIDGE ROAD APARTMENT DEVELOPMENT

178-182 BRIDGE ROAD, RICHMOND VIC 3121

T D Family P/L ATF T D Family Trust

06/05/2020

TP000

TA19051

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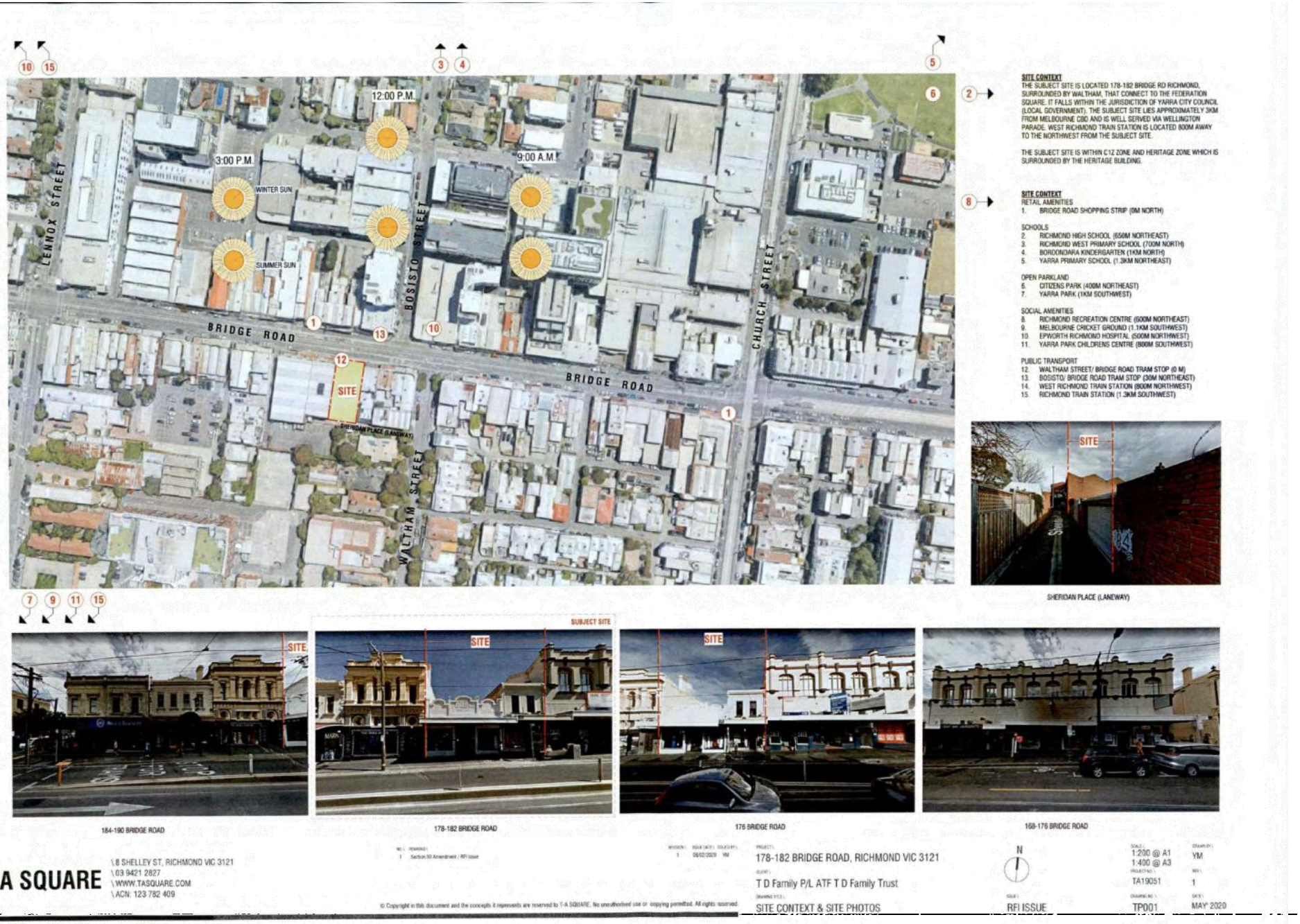
T-A SQUARE

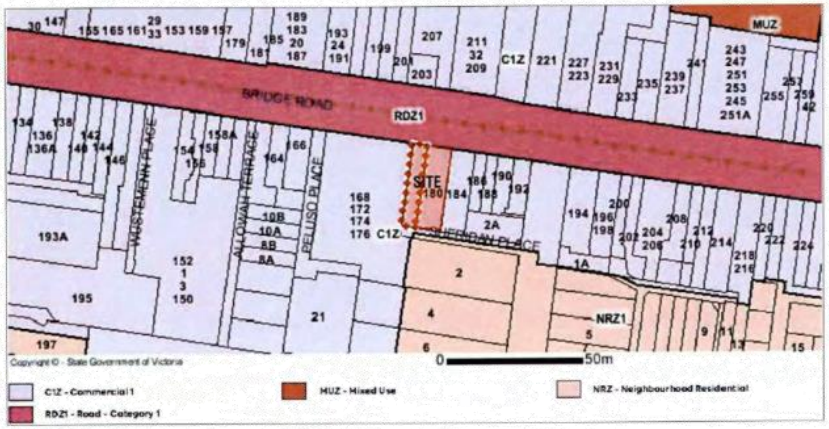
ARCHITECTURE
INTERIOR DESIGN
PROJECT MANAGEMENT

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

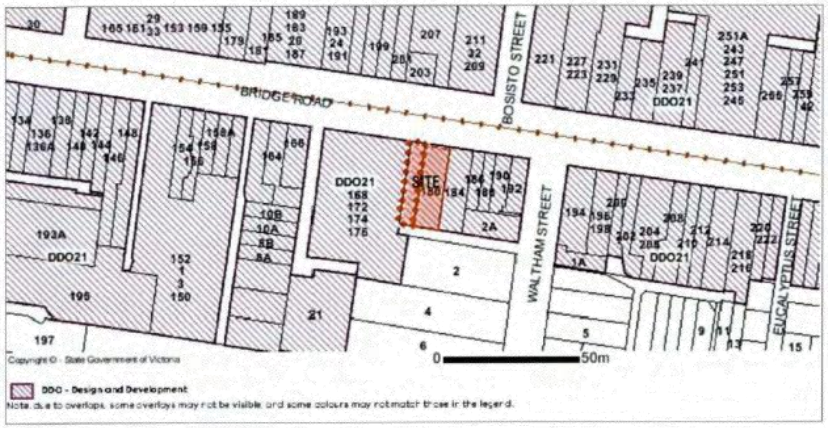


Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

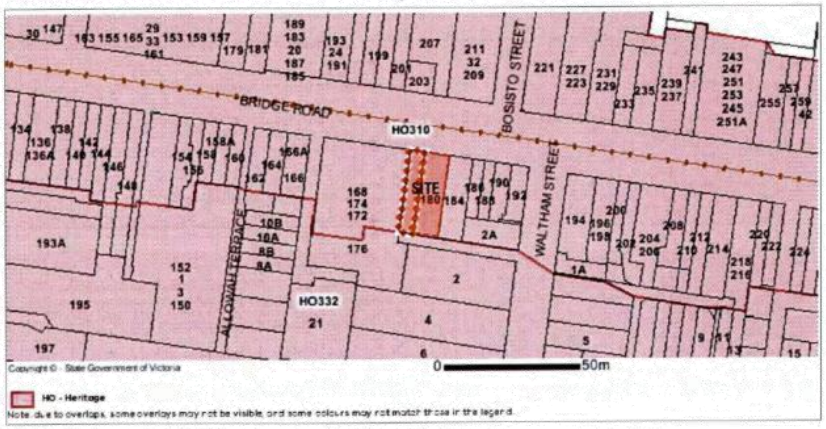
PLANNING ZONE - COMMERCIAL 1 ZONE (C1Z)



DESIGN AND DEVELOPMENT OVERLAY - SCHEDULE 21 (DDO21)



HERITAGE OVERLAY - SCHEDULE 310 (HO310)



Design Objectives

To support a mid rise scale built from character with lower built form at the interfaces with streets and the adjoining low rise residential areas.

To ensure that new development respects the values of heritage buildings and maintains the prominence of the heritage streetscape, heritage buildings and landmark buildings in the streetscape.

To maintain a prominent street wall character along Bridge Road with new development at upper levels setback, visually recessive and clearly distinct.

To provide a comfortable level of street enclosure, maintain solar access to key footpaths, and ensure a high quality built form interface to all streets and public spaces.

To minimise amenity impacts on residential properties adjoining the Bridge Road Activity Centre including overlooking, overshadowing and visual bulk impacts.

Built Form Key Controls

1. Building Height & Street Wall Height
2. Setback Requirements
3. Heritage Building Design Requirements
4. Precinct Design Requirements

The proposal will provide an appropriate design response to the four key built form control factors mentioned above.

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1 Section 50 Amendment / RFI Issue

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178-182 BRIDGE ROAD, RICHMOND VIC 3121

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PLANNING CONTROLS

RFI ISSUE

NTS @ A1
NTS @ A3

YM

TA19051

1

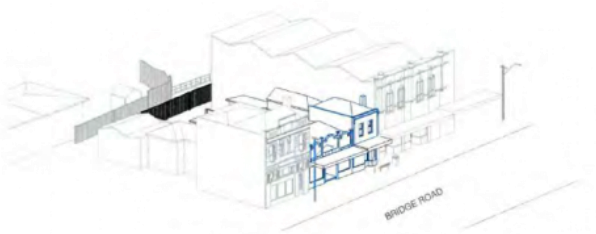
TP002

MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

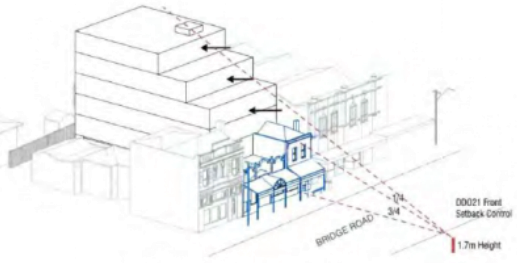
Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

MASSING ANALYSIS & DESIGN CONCEPT



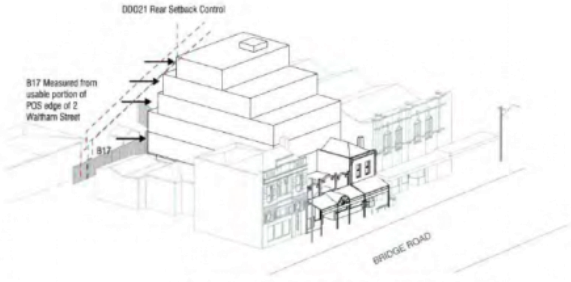
1. EXISTING CONDITIONS

There are two existing buildings at the subject site, they are within a heritage overlay, which means their front facade(i.e. shop front, front portions three dimensional built form including parapet, chimney, roof form and etc.) have significant heritage value. The proposal will retain the majority of existing front facade to keep the existing/historical building looks. Only minor modifications have proposed to ensure internal program works functionally and to meet NCC BCA compliance requirements.



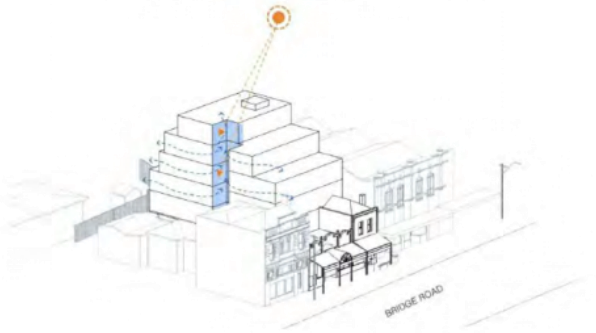
2. DDO21 STREET WALL & FRONT SETBACK CONTROL

The proposal retains the existing street wall height and proposes front setbacks to upper levels as per the one quarter and three quarters rule by DDO21 requirements. By applying this setback control, the overall building height will be no more than 21m which will comply with the preferred maximum building height requirement for Bridge Road West Precinct.



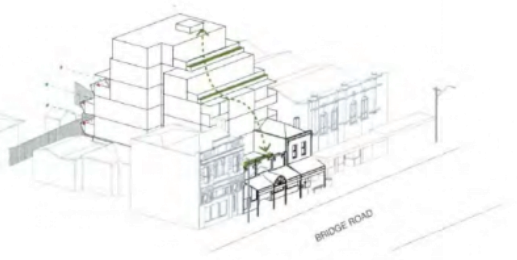
3. DDO21 REAR SETBACK CONTROL & B17 CONSIDERATION

Noted that DDO21 has set out setback requirements for inteface with Residential Zoned land, we have incorporated this with the B17 lines (line taken from the rear boundary and see taken from the useable portion of No. 2 Whatham Street's SPOS as per Council's urban designer's previous advice) to work out a gradually recessive form.



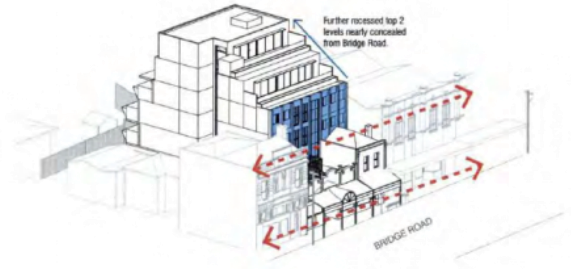
4. INTRODUCE LIGHTWELL TO IMPROVE INTERNAL AMENITY

The proposal introduce a lightwell in the middle of eastern portion which not only will allow better natural ventilation and daylight coming into kitchen/living area of these apartments facing into the lightwell, and also it will offer an equitable opportunity for future development in 184 Bridge Road/land to the east.



5. LANDSCAPING & PRIVACY SCREEN

It is proposed to integrate with landscaping at the front to soften the overall built from and create a green buffer between the old works and new works. For the rear residential interface, our intention is to avoid using 1.7m H privacy screen, but to allow direct view looking out/up and only prevent overlooking into No. 2 Waltham Street's SPOS on ground level. Thus, a 1.35m slanted privacy screen is proposed at where required.



6. FACADE ARTICULATION TO RESPOND EXISTING STREETSCAPE

The proposal is aiming to retain the old/existing street wall and keep any new works be recessive, be clearly identifiable as a later fabric and be sympathetic to the heritage place. Then, the new works/upper levels are articulated to complement the rhythm, orientation and fenestration of both the heritage place and surrounding historic streetscape.

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NO.	DRAWING	REVISION	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	1	06.02.2020	YM

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PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: DESIGN RESPONSE - MASSING
ISSUE: RFI ISSUE
SCALE: NTS @ A1 NTS @ A3
PROJECT NO.: TA19051
DRAWING NO.: TP003
DRAWN BY: YM
REV.: 1
DATE: MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

FACADE DESIGN & ARTICULATION IDEAS

SUBJECT SITE

TOP TWO LEVELS

Largely setbacked top levels by using white render wall and clear glass to give a sense of simplicity and being sympathetic to the heritage place.

MID LEVELS

The new works are articulated to complement the rhythm, orientation and fenestration of both the heritage place and surrounding historic streetscape, and meanwhile to be clearly identifiable as a later fabric.

STREET WALL LEVELS

Taking inspiration from the historical image to the right, dated c1950s, especially the parapet and the shape and stylings of the verandah.

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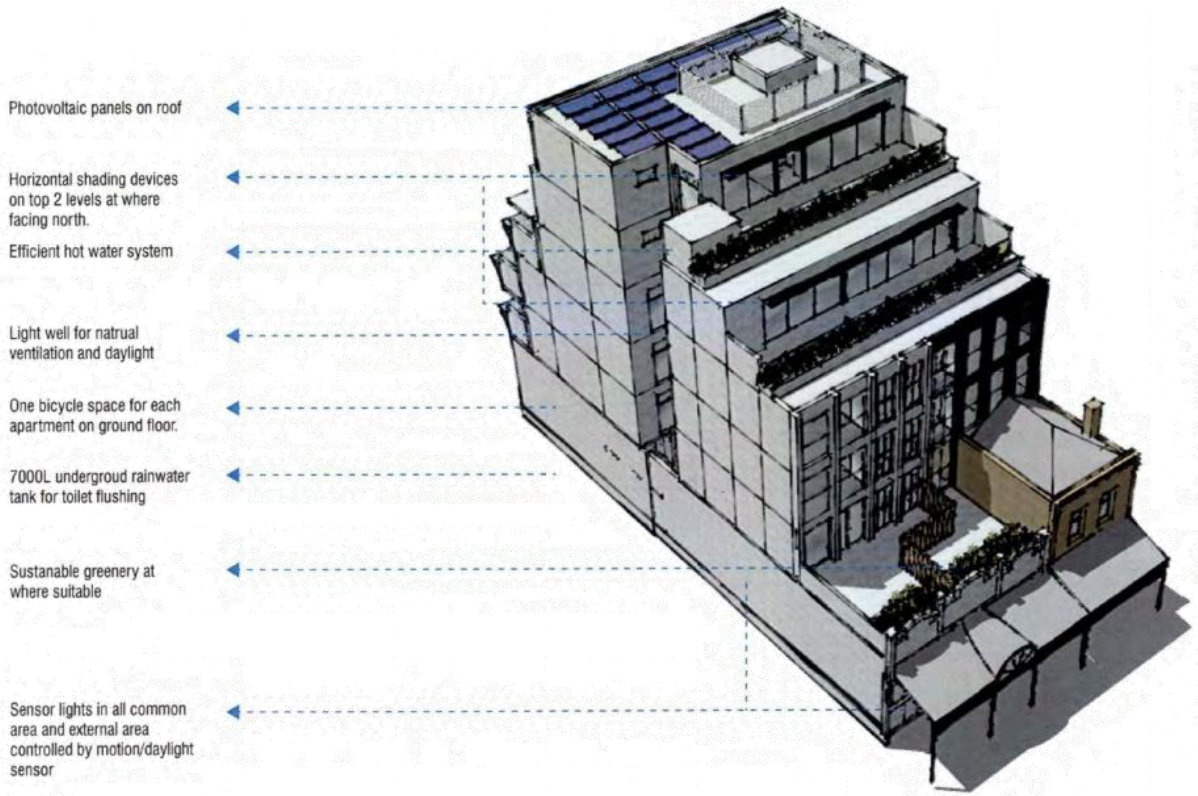
PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: DESIGN RESPONSE - FACADE DESIGN
ISSUE: RFI ISSUE
SCALE: NTS @ A1 NTS @ A3
DRAWN BY: YM
PROJECT NO.: TA19051
REV: 1
DRAWING NO.: TP004
DATE: MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

PROPOSED KEY ESD INITIATIVES



Key ESD Initiatives
- Utility meters will be provided for all individual apartments and commercial tenant. All major common area services will been separately submetered.
- All common areas and external area lighting will be controlled through motion/daylight sensor

Water
- 7000 L rainwater tank used for toilet flushing
- Water efficient fittings
- Toilets minimum 4 stars WELS rated
- Tap minimum 5 star WELS rated
- Showers minimum 3 star WELS rated (maximum 7.5L/min)
- Water efficient appliances (4 star dishwasher and 4 star washing machine)

Energy
- 7.6 star average energy rating for apartment
- 5 kW solar photovoltaics system
- High efficiency air conditioning systems (heating 5 star and cooling 5 star)
- Efficient hot water system (Water heating systems within one Star)
- Efficient lighting (LED) – 4 W/m2 to all habitable areas (the maximum illumination power to be at least 90% of the relevant Building Class)
- High performance glazing to all windows (Double glazing)

Tenancy on Ground
- All facades demonstrate a min 10% improvement in required BCA insulation level
- All glazing meets a 10% improvement in required BCA glazing calculator (or better than 90% of total allowance).
- Heating and cooling systems within one Star, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) 85% or better than the most efficient equivalent capacity unit available.
- Water heating systems within one Star, or 85% or better than the most efficient equivalent capacity unit available.

Other ESD Initiatives
- Natural ventilation to apartments
- Low VOC paints, adhesives & sealants to improve indoor environmental quality for residents.
- Sustainable timber
- Water efficient/drought tolerant plants will be selected.
- Charging point infrastructure for at least one electric vehicle.
- Fire water recycling system
- One bicycle space for each apartment.

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DESIGN RESPONSE - ESD INITIATIVES	RFI ISSUE	TP005	MAY 2020

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ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

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1	Section 50 Amendment / RFI Issue	1	06/02/2020 YM

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ARTIST IMPRESSION 01

RFI ISSUE

NTS @ A1
NTS @ A3

YM

TA19051

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TP006

MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

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1 Section 50 Amendment / RFI Issue 1 06/02/2020 YM

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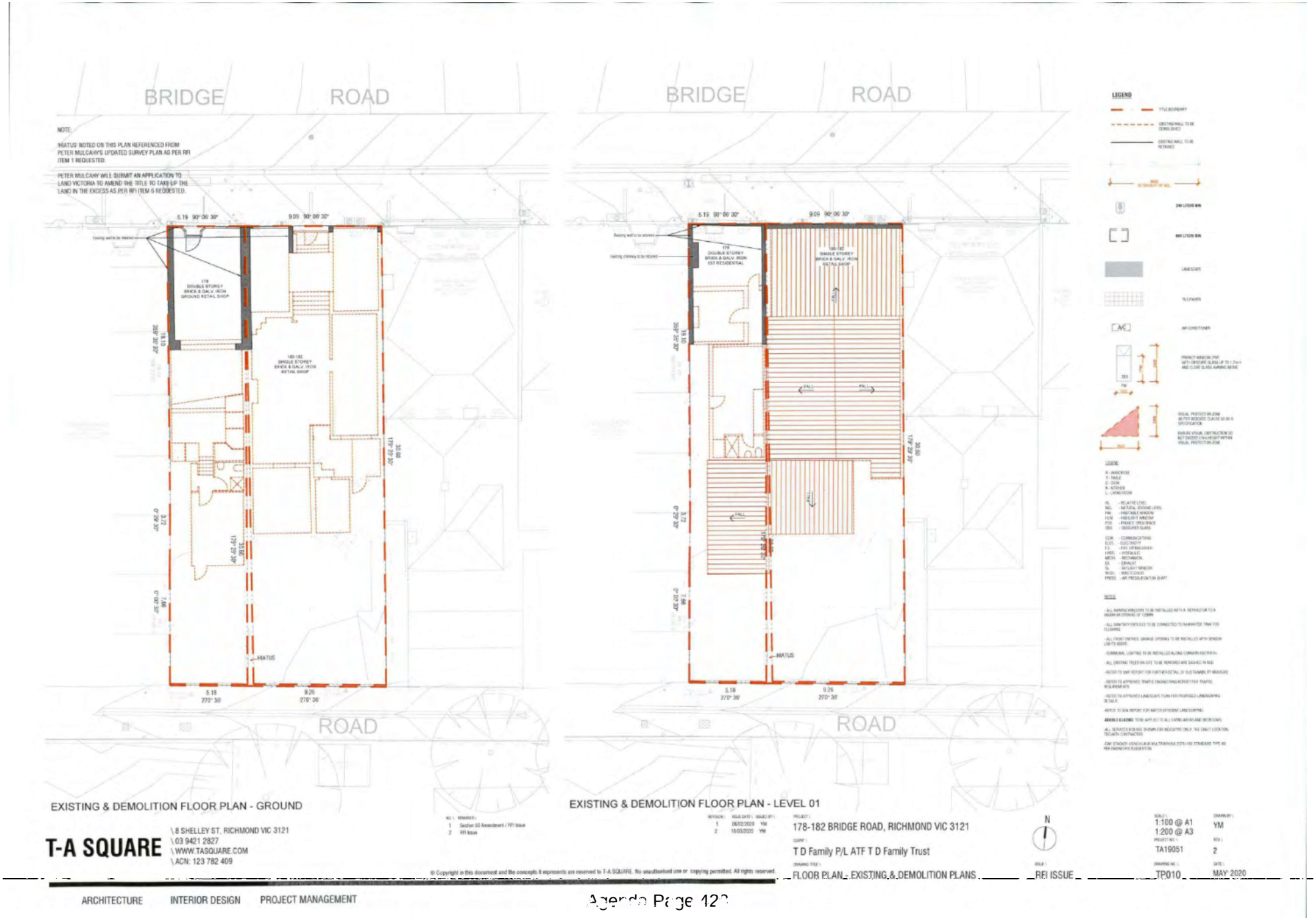
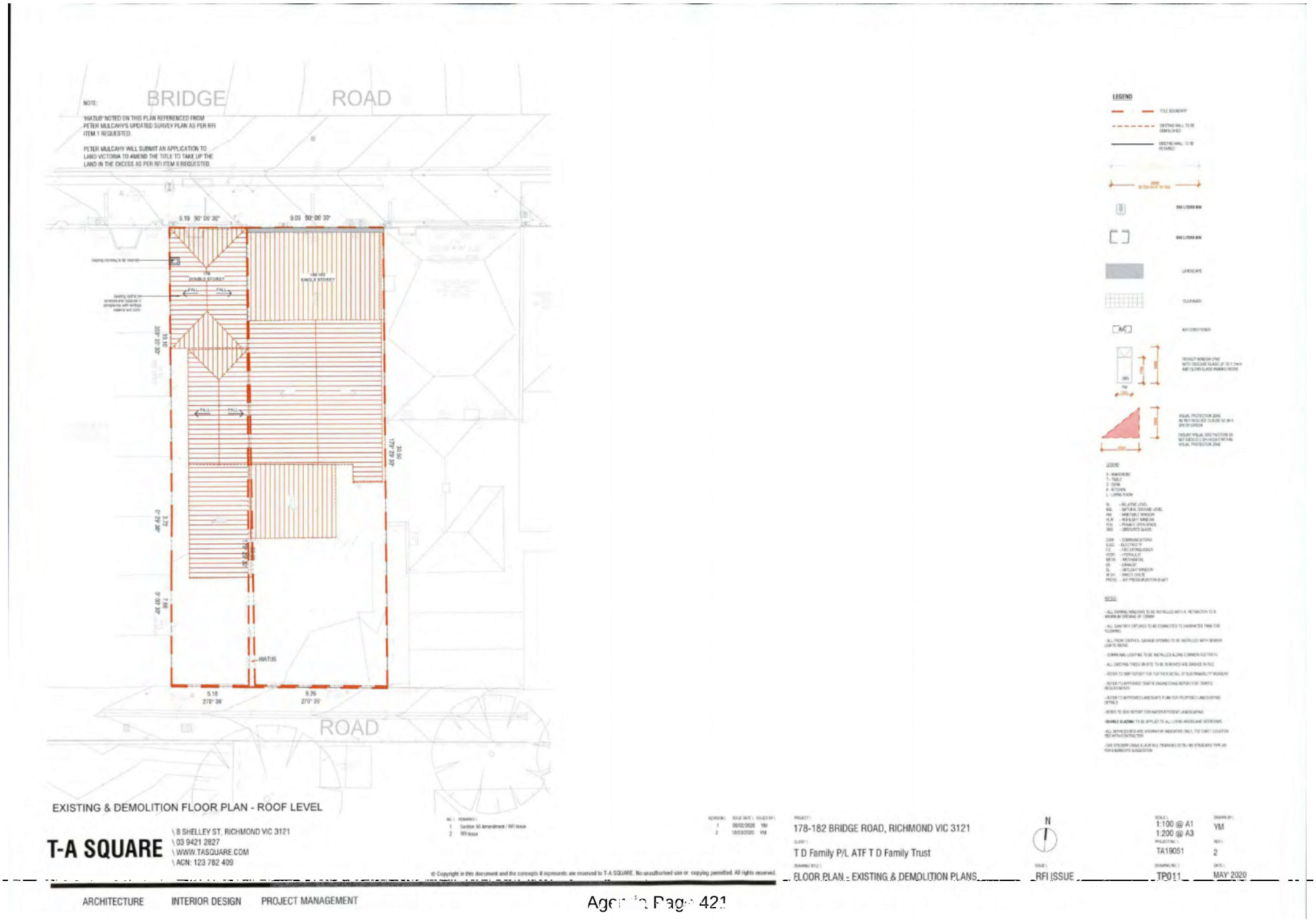
PROJECT \ 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT \ T D Family P/L ATF T D Family Trust
DRAWING TITLE \ ARTIST IMPRESSION 03
ISSUE \ RFI ISSUE
SCALE \ NTS @ A1 NTS @ A3
PROJECT NO \ TA19051
DRAWING NO \ TP008
DRAWN BY \ YM
REV \ 1
DATE \ MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1



Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1



Attachment 2 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 1

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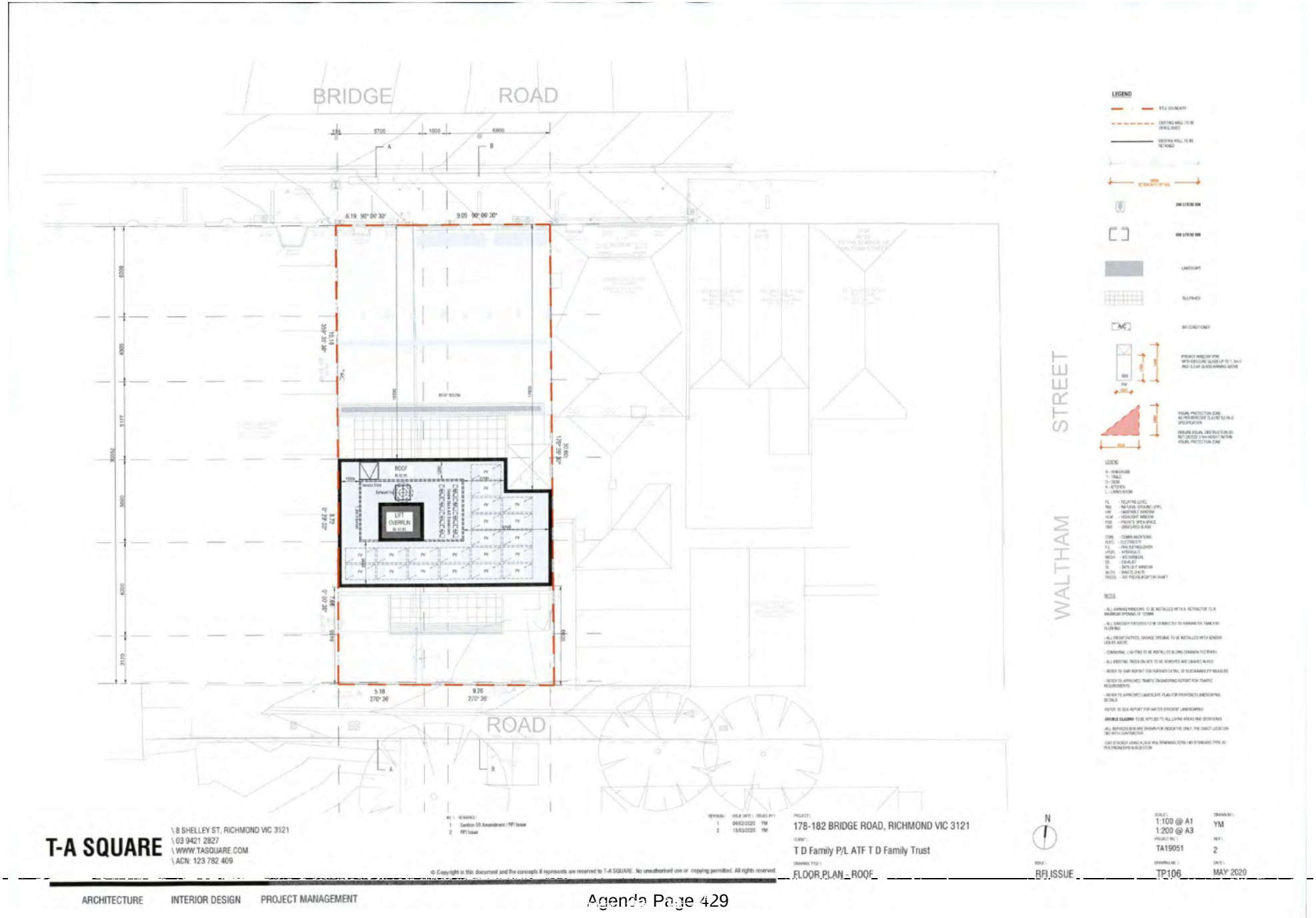
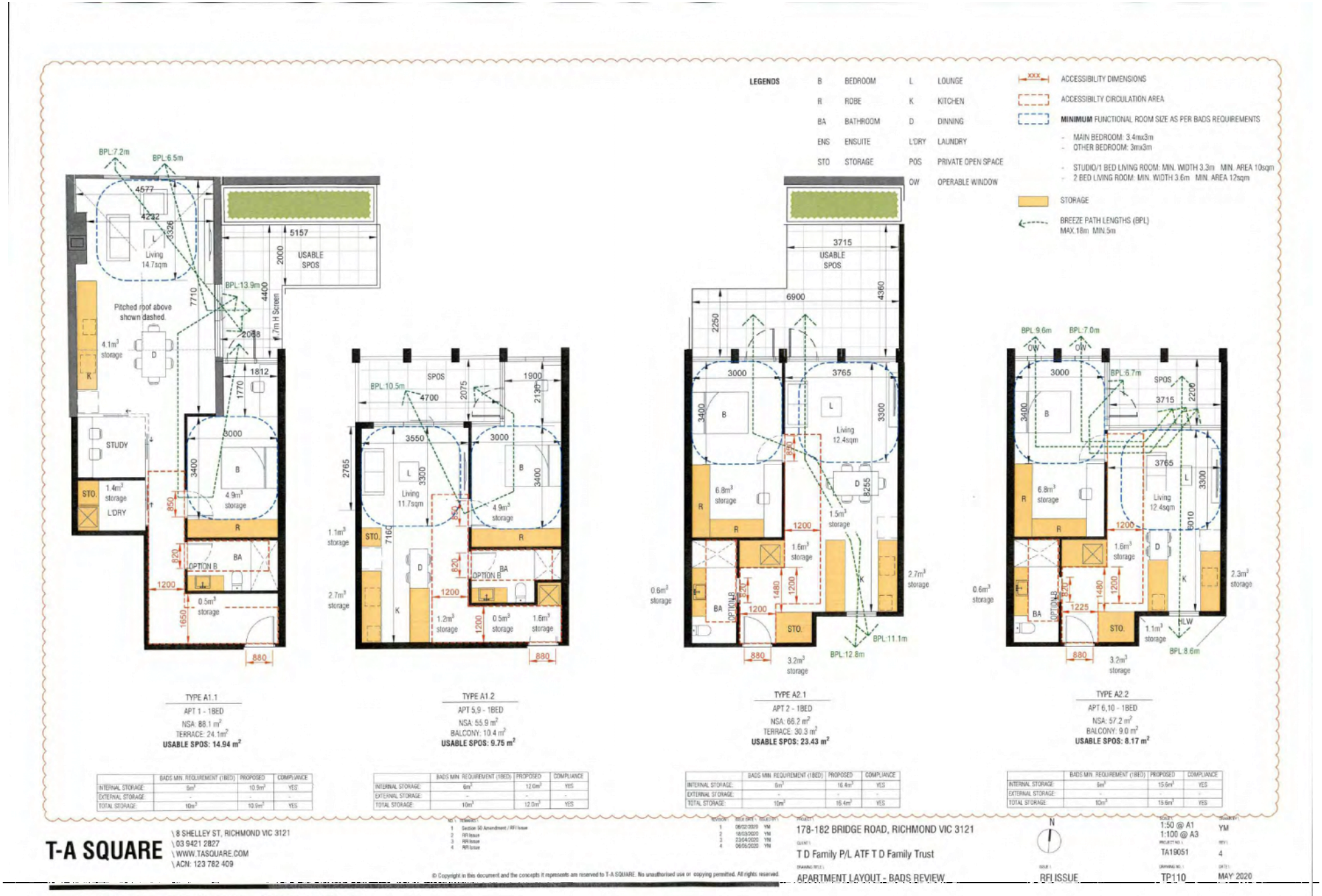
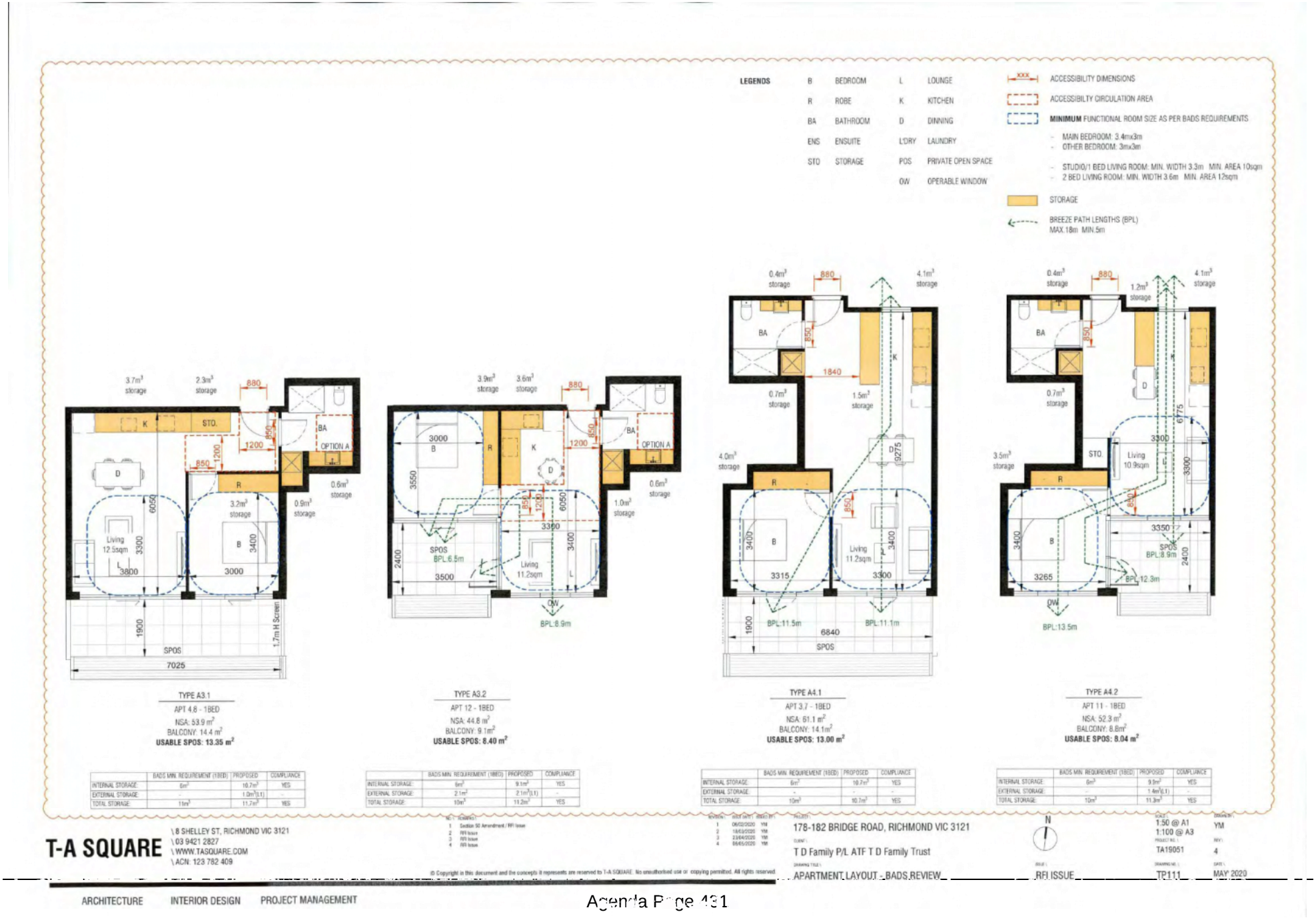


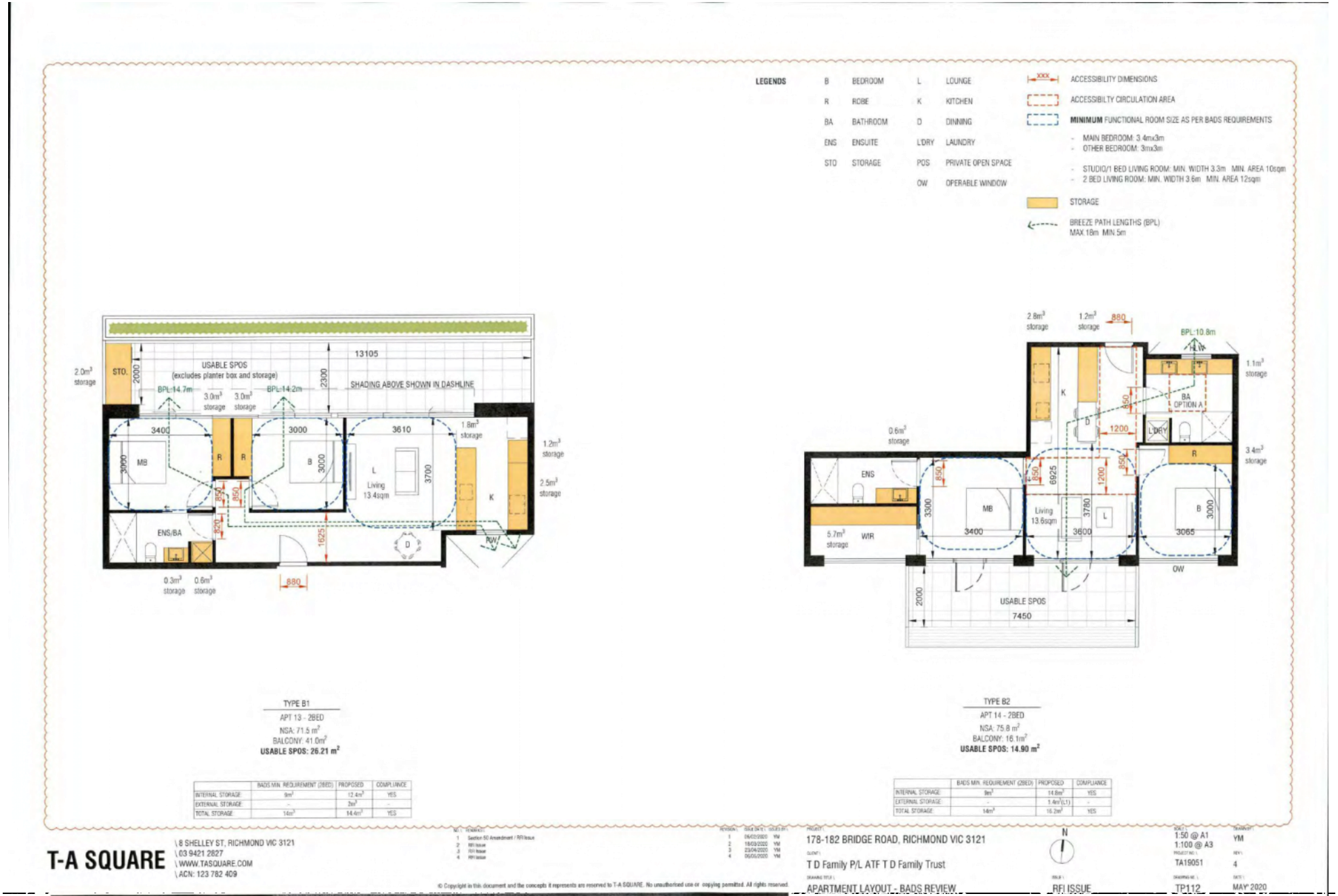
Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



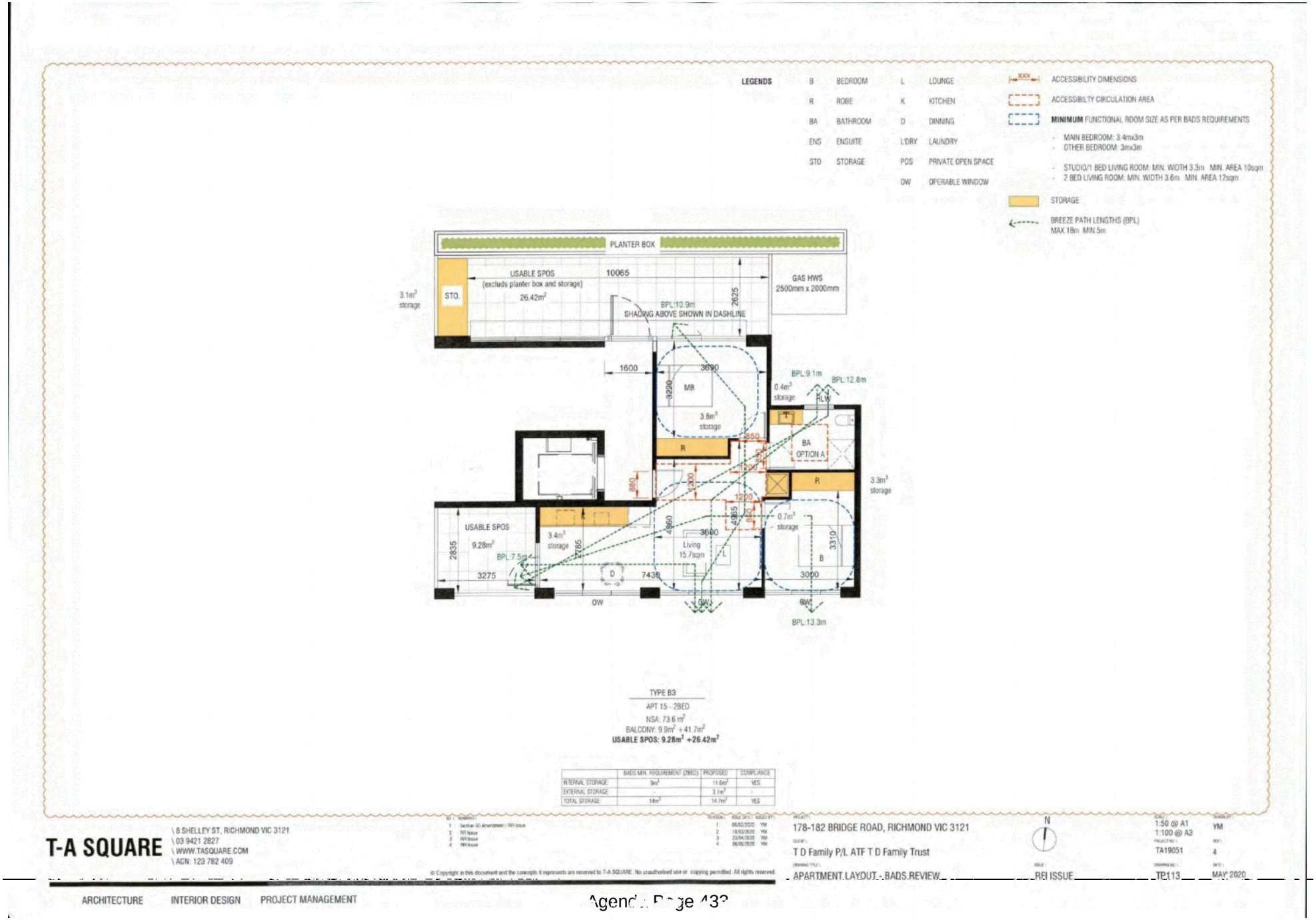
Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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APARTMENT LAYOUT - BADS REVIEW

REI ISSUE

1:50 @ A1
1:100 @ A3

YM

TA19051

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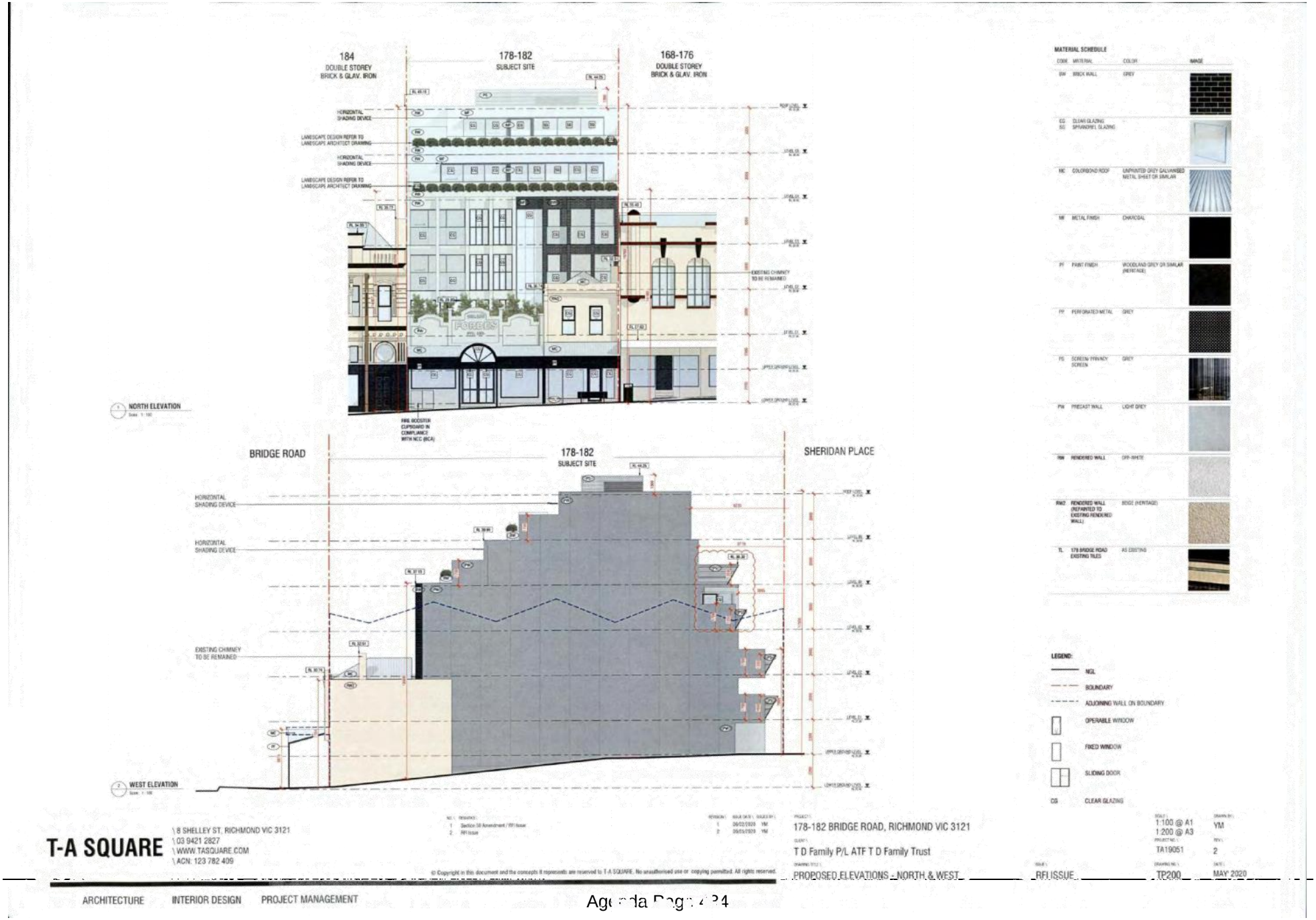
TP113

MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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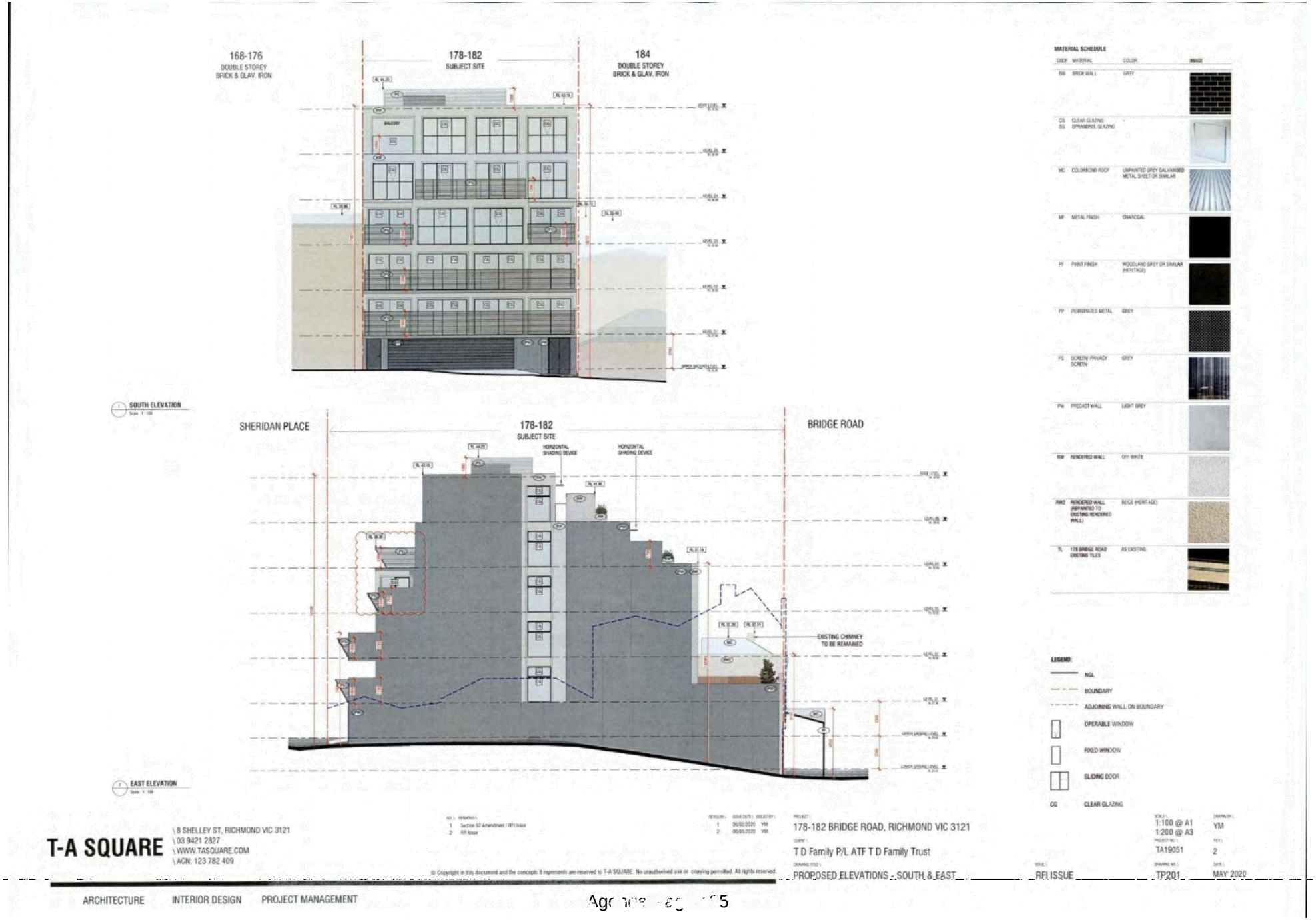
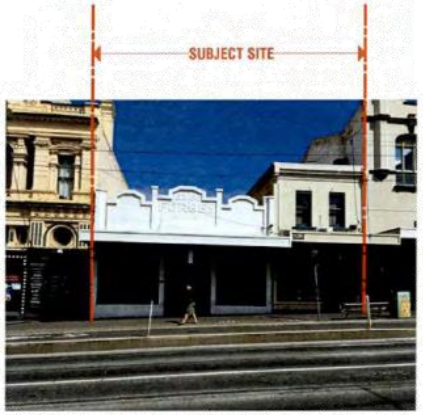
Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



SITE PHOTO SHOWING EXISTING STREET WALL FACADE

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NO. | REMARKS
1 Section 50 Amendment / RFI Issue
2 RFI Issue
3 RFI Issue

REVISION | ISSUE DATE | ISSUED BY
1 06/02/2020 YM
2 16/03/2020 YM
3 23/04/2020 YM

PROJECT
178-182 BRIDGE ROAD, RICHMOND VIC 3121

CLIENT
T D Family P/L ATF T D Family Trust

DRAWING TITLE
STREETSCAPE ELEVATION - EXSITING

ISSUE
RFI ISSUE

SCALE
1:100 @ A1
1:200 @ A3

DRAWN BY
YM

PROJECT NO.
TA19051

REV.
3

DRAWING NO.
TP202

DATE
MAY 2020

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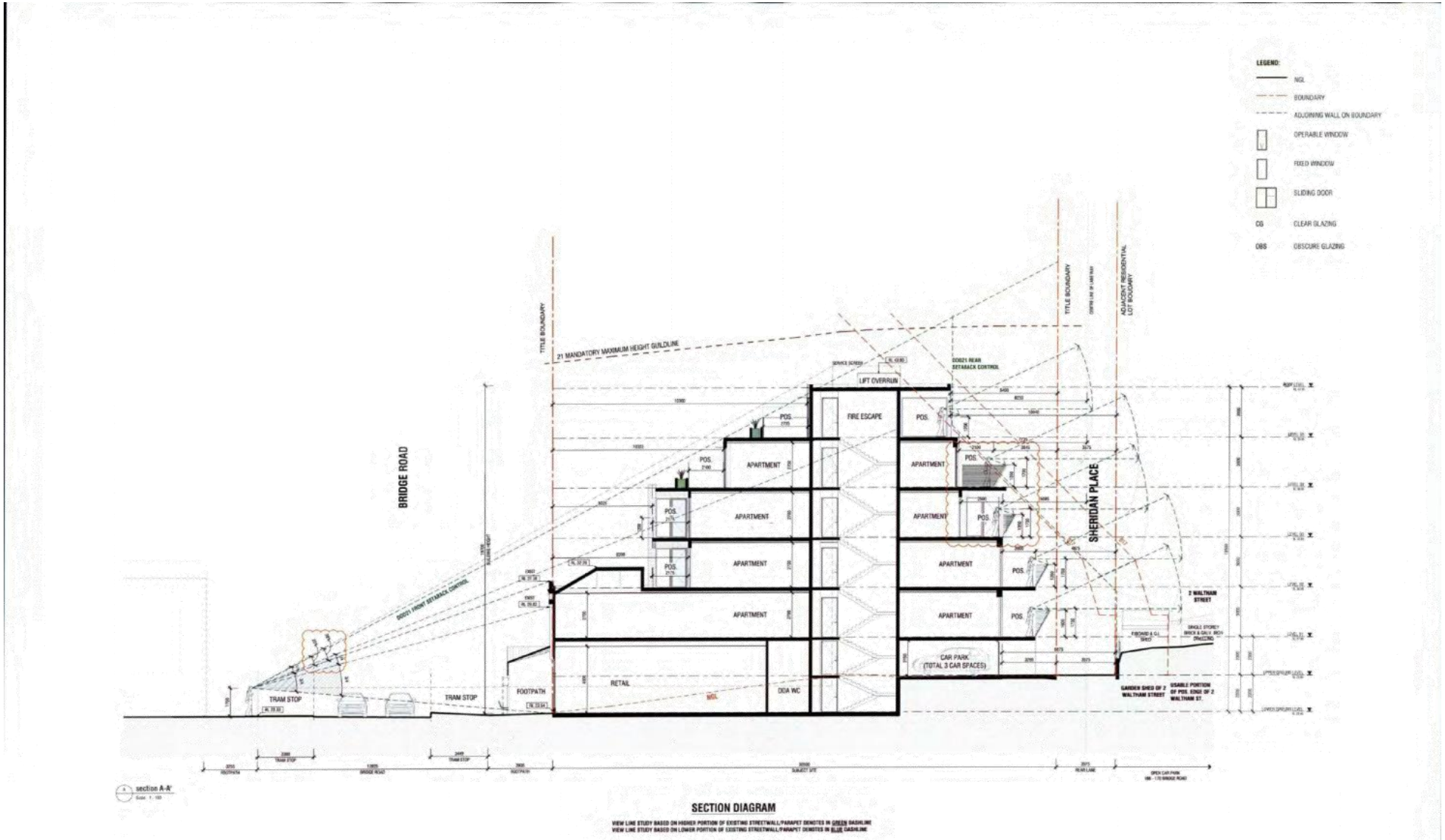
ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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178-182 BRIDGE ROAD, RICHMOND VIC 3121

T D Family P/L ATF T D Family Trust

SECTION A-A

RFI ISSUE

1:100 @ A1
1:200 @ A3

YM

TA19051

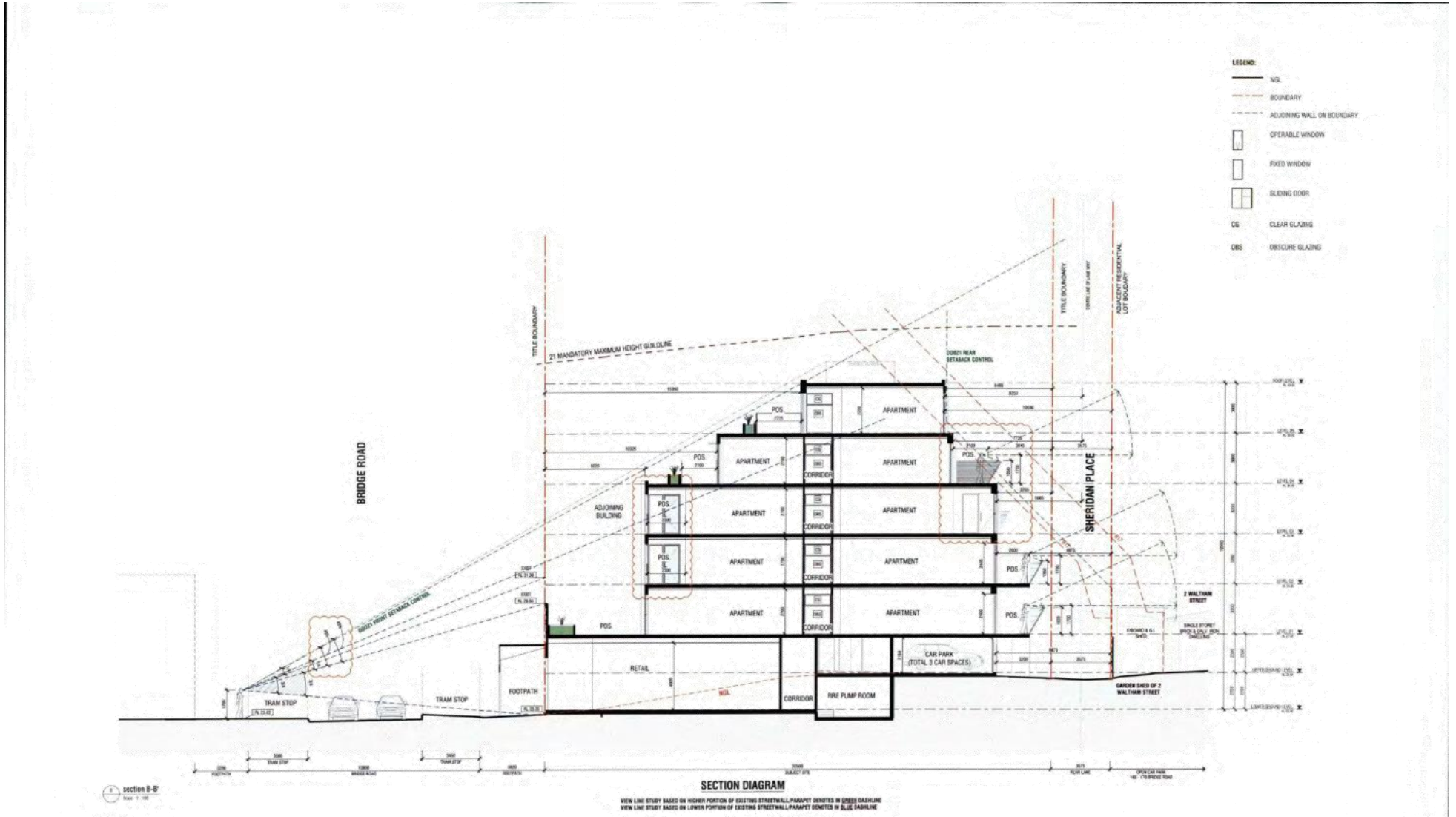
4

TP300

MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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T D Family P/L ATF T D Family Trust

SECTION B-B

RFI ISSUE

1:100 @ A1
1:200 @ A3

YM

TA19051

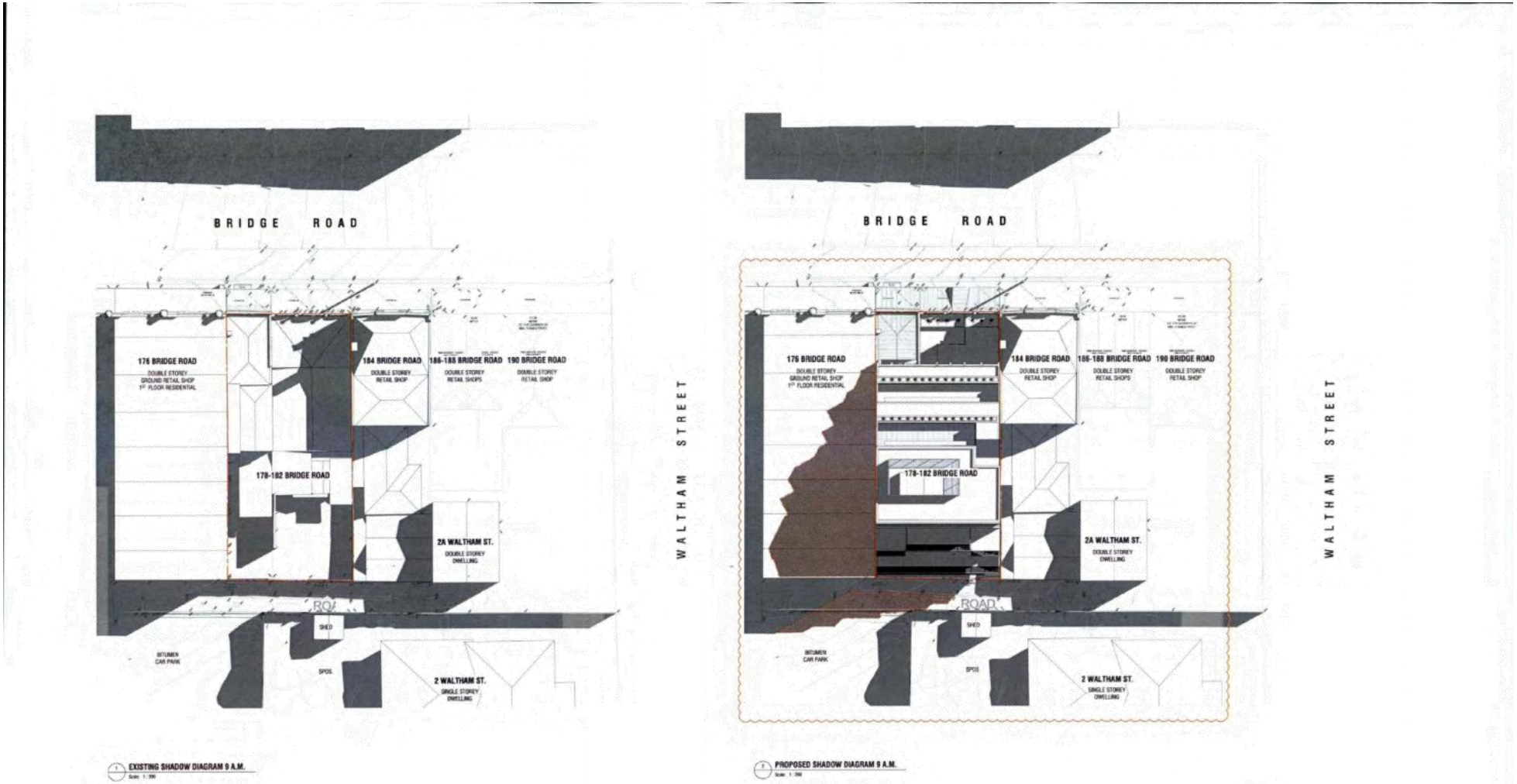
4

TP301

MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

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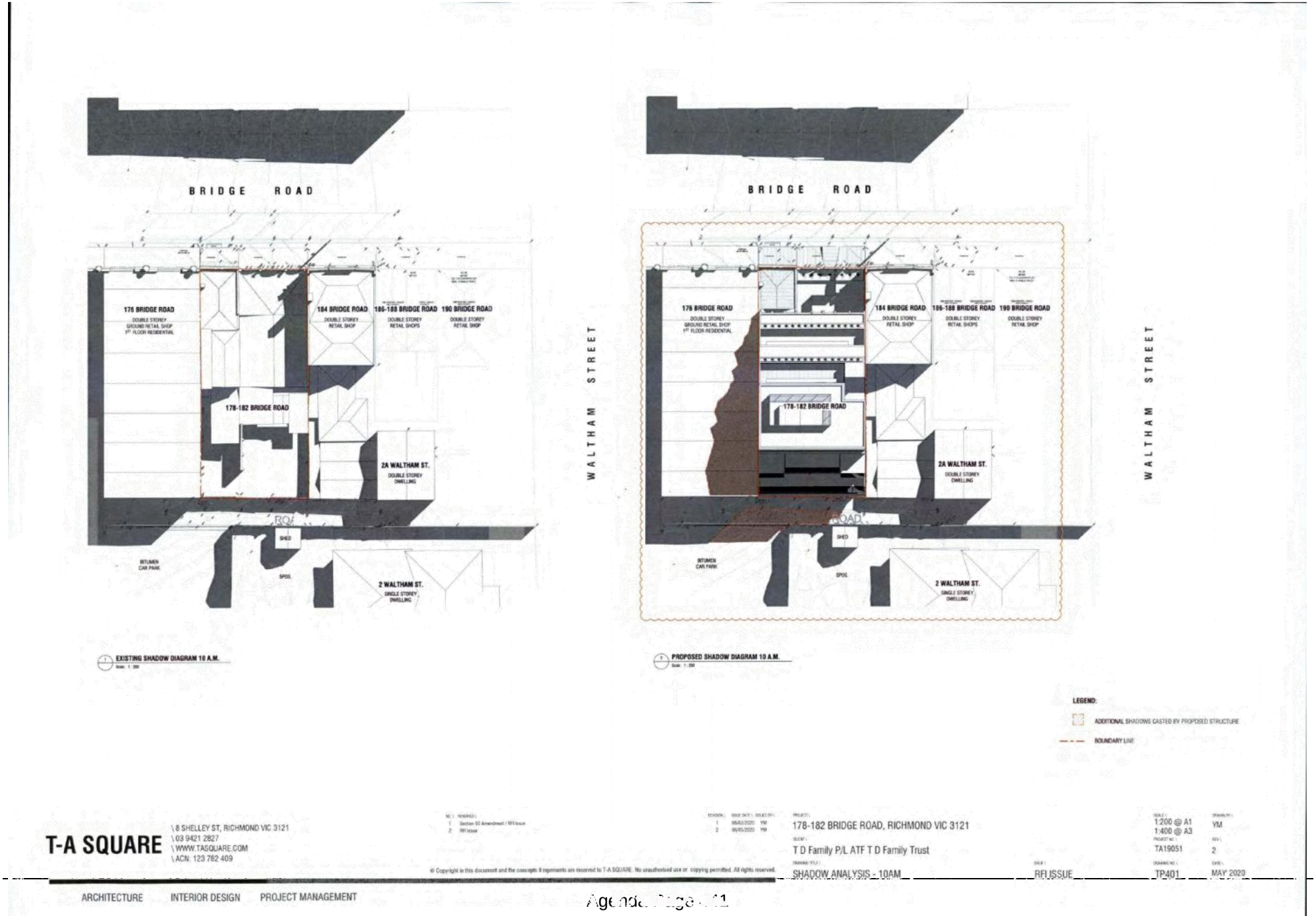
REVISION	ISSUE DATE	ISSUED BY
1	06/02/2020	YM
2	06/05/2020	YM

PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: SHADOW ANALYSIS - 9AM
ISSUE: RFI ISSUE
SCALE: 1:200 @ A1, 1:400 @ A3
DRAWN BY: YM
PROJECT NO: TA19051
REV: 2
DRAWING NO: TP400
DATE: MAY 2020

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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NO.	REMARKS	REVISION	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	1	06/02/2020	YM
2	RFI Issue	2	06/05/2020	YM

PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: SHADOW ANALYSIS - 10AM
ISSUE: RFI ISSUE
SCALE: 1:200 @ A1, 1:400 @ A3
DRAWN BY: YM
PROJECT NO.: TA19051
REV.: 2
DRAWING NO.: TP401
DATE: MAY 2020

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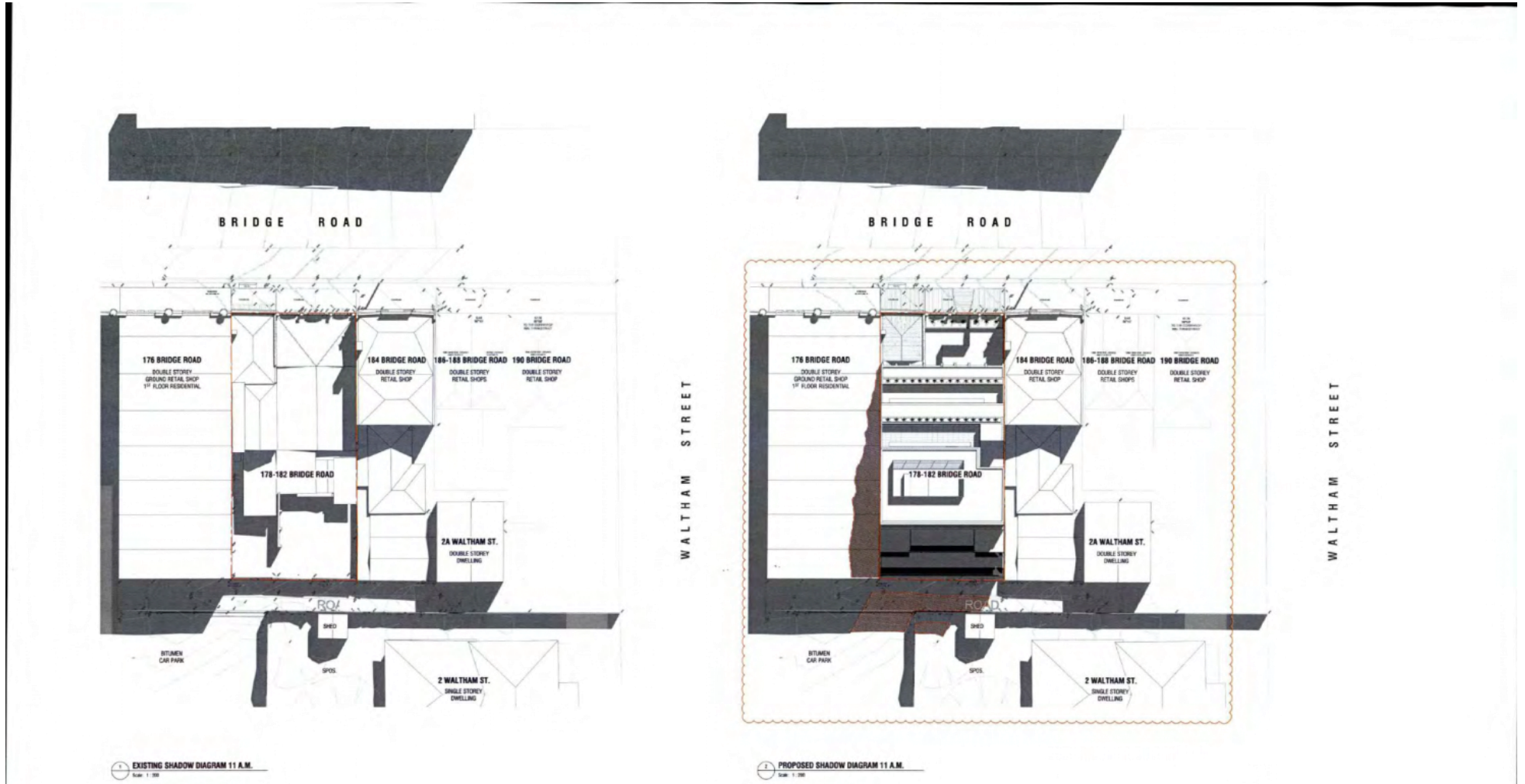
Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

NO.	REVISION	DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	06/02/2020	YM
2	RFI Issue	06/05/2020	YM

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PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: SHADOW ANALYSIS - 11AM
ISSUE: RFI ISSUE
SCALE: 1:200 @ A1, 1:400 @ A3
DRAWN BY: YM
PROJECT NO.: TA19051
REV.: 2
DRAWING NO.: TP402
DATE: MAY 2020

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2

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NO \ REMARKS \
1 Section 50 Amendment / RFI Issue
2 RFI Issue

REVISION \ ISSUE DATE \ ISSUED BY \
1 06.02.2020 YM
2 06.05.2020 YM

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PROJECT \
178-182 BRIDGE ROAD, RICHMOND VIC 3121

CLIENT \
T D Family P/L ATF T D Family Trust

DRAWING TITLE \
SHADOW ANALYSIS - 12PM

ISSUE \
RFI ISSUE

SCALE \
1:200 @ A1
1:400 @ A3

DRAWN BY \
YM

PROJECT NO. \
TA19051

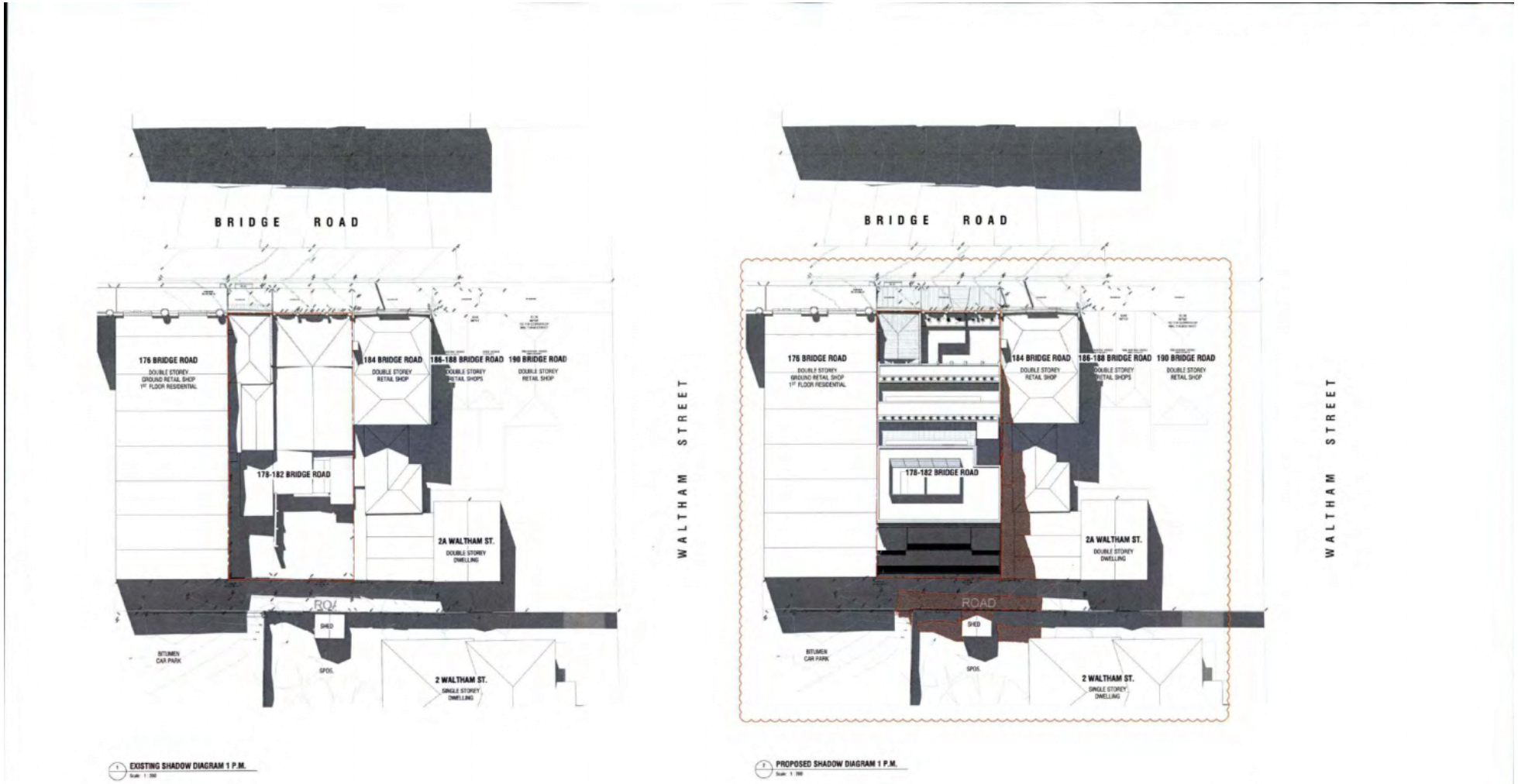
REV \
2

DRAWING NO. \
TP403

DATE \
MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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NO.	REMARKS	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	06/02/2020	YM
2	RFI Issue	06/05/2020	YM

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PROJECT	178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT	T D Family P/L ATF T D Family Trust
DRAWING TITLE	SHADOW ANALYSIS - 1PM
ISSUE	RFI ISSUE
SCALE	1:200 @ A1 1:400 @ A3
DRAWN BY	YM
PROJECT NO.	TA19051
REV.	2
DRAWING NO.	TP404
DATE	MAY 2020

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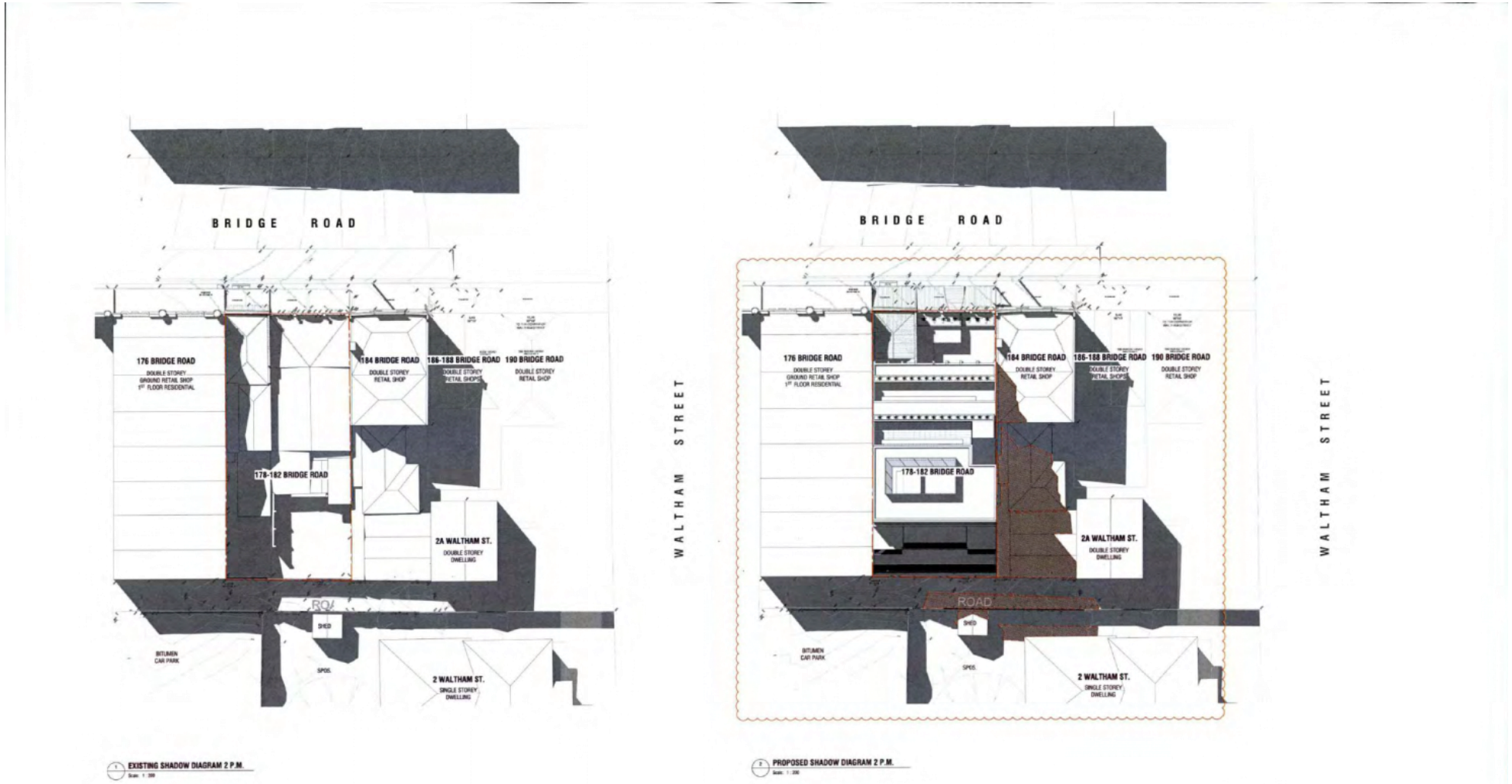
Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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1 Section 50 Amendment / RFI Issue 06/02/2020 YM
2 RFI Issue 06/05/2020 YM

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SHADOW ANALYSIS - 2PM

RFI ISSUE

1:200 @ A1
1:400 @ A3

YM

TA19051

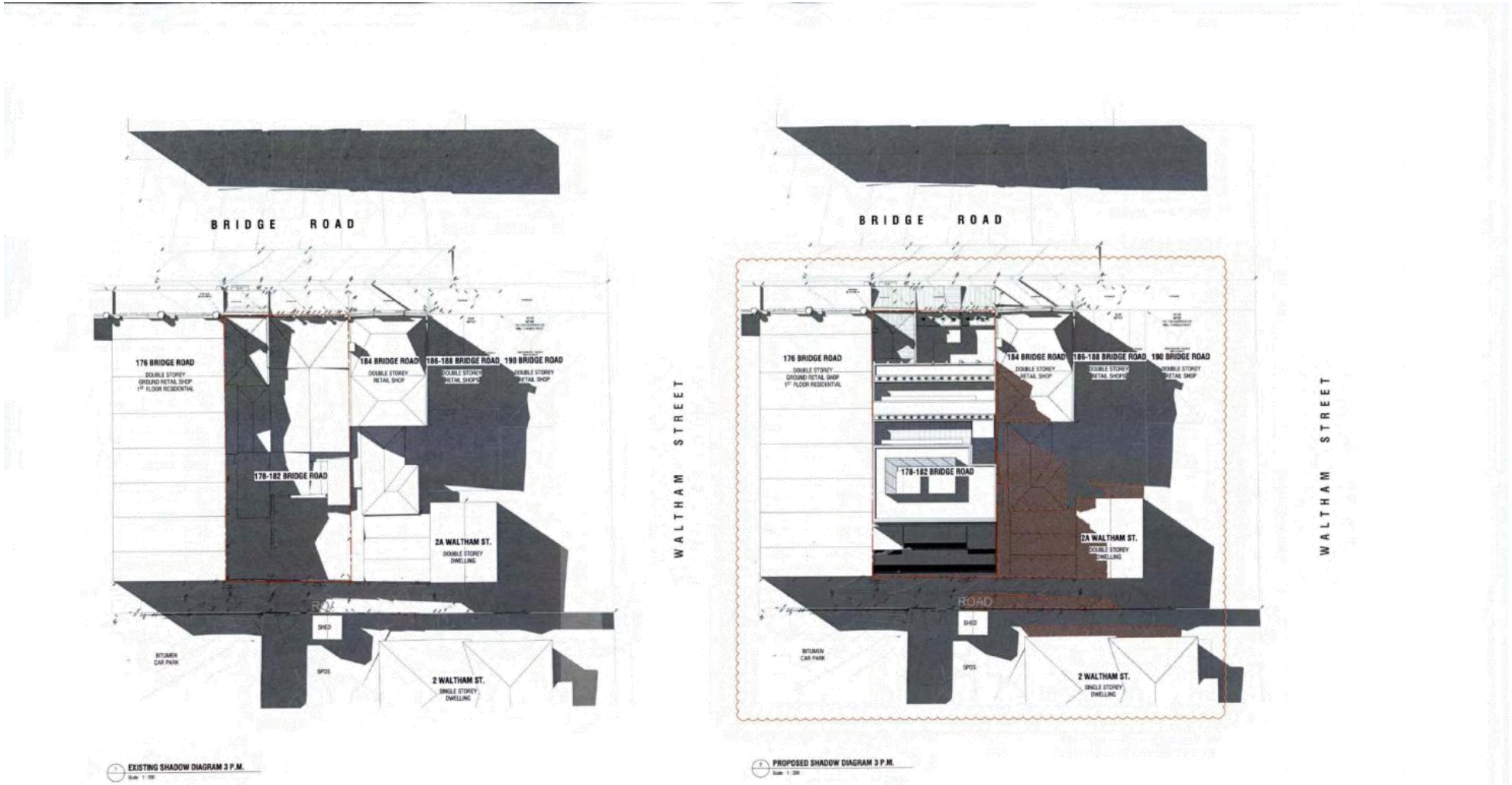
2

TP405

MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2



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178-182 BRIDGE ROAD, RICHMOND VIC 3121

T D Family P/L ATF T D Family Trust

SHADOW ANALYSIS - 3PM

RFI ISSUE

1:200 @ A1
1:400 @ A3

YM

TA19051

2

TP406

MAY 2020

Attachment 3 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 2

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\ (03) 9421-2827

PROJECT ADDRESS \ 178-182 BRIDGE ROAD, RICHMOND
PROJECT TITLE \ APARTMENT DEVELOPMENT
SCHEME \ TP-RFI
DATE \ 6/05/2020

DEVELOPMENT SUMMARY

LAND AREA : 437 m²

FLOOR LEVELS	NO. OF LEVELS	RETAIL (m²)	RESI. NSA (m²)	BALCONY (m²)	NO. OF UNITS PER FLOOR	TOTAL GFA (m²)	CORE (m²)	CIRCULATION (m²)	SERVICE (m²)	CAR PARK (m²)	NO. OF CAR PARK	BIKE PARK (m²)	NO. OF BIKE PARKING	STORAGE (m²)	NO. OF STORAGE
LOWER GROUND FLOOR	1	151.0				278.4	32.8	59.3	35.3						
UPPER GROUND FLOOR	1					145.0	30.2	41.0	18.0	55.8	3	14.1	17		
LEVEL 01	1		269.3	82.9	4	323.3	30.2	14.6						9.2	5
LEVEL 02	1		228.1	47.9	4	272.9	30.2	14.6							
LEVEL 03	1		210.2	37.3	4	255.0	30.2	14.6							
LEVEL 04	1		147.3	57.1	2	194.1	30.2	14.6						2.0	1
LEVEL 05	1		74.0	51.6	1	109.3	32.2							3.1	1
ROOF															
TOTAL	6	151.0	928.9	276.8	15	1299.6	183.2	99.4	18.0	55.8	3	14.1	17	14.3	7
	ABOVE GROUNI	(Total NLA)	(Total NSA)												

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NO \	REMARKS \
1	Section 50 Amendment / RFI Issue
2	RFI Issue
3	RFI Issue

REVISION \	ISSUE DATE \	ISSUED BY \
1	06/02/2020	YM
2	23/04/2020	YM
3	06/05/2020	YM

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PROJECT \ 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT \ T D Family P/L ATF T D Family Trust
DRAWING TITLE \ DEVELOPMENT SUMMARY
ISSUE \ RFI ISSUE
SCALE \ NTS @ A1 NTS @ A3
PROJECT NO \ TA19051
DRAWING NO \ TP500
DRAWN BY \ YM
REV \ 3
DATE \ MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Peter Mulcahy

Peter Mulcahy & Associates Pty. Ltd.
62 Wellington Parade, East Melbourne, 3002
Telephone 9415 1192 Fax 9417 7929 Email:email@pmasurveyors.com
Consulting Land Surveyors and Town Planners
A.B.N.46 828 472 168

12 March 2020

T-A Square Architecture
8-10 Shelly Street,
Richmond VIC 3121

Attention: Yani Ming

Re: 178 – 182 Bridge Road, Richmond 3121
Planning application No.: PLN19/0428

In reference to the above property, planning application number and the councils RFI dated 25 February 2020.

Per Item 1. of the councils RFI, I have updated the Re-establishment, Feature and Level Survey as requested to show the title boundaries and reinstating the hiatus.

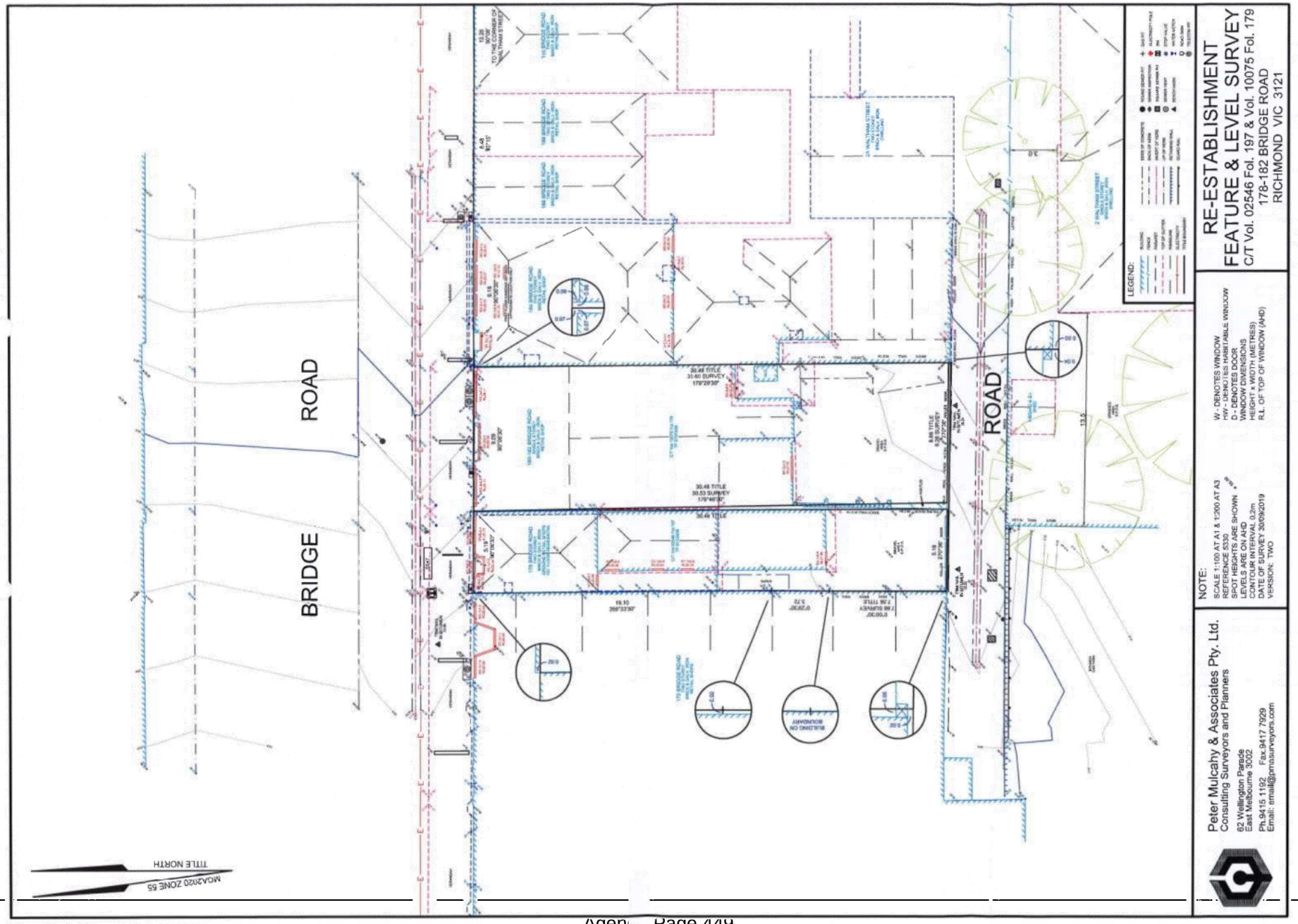
Per Item 6. of the councils preliminary assessment of the application and at the clients request we will submit an application to Land Victoria to amend the title to take up the land in the excess.

Yours faithfully,

Sam Petzke

acs
Member Firm - Association of Consulting Surveyors - Victoria

Attachment 4 - PLN19/0428 - 178-182 Bridge Road, Richmond - Plans Part 3



Attachment 5 - PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)

DRAWING SCHEDULE

DWG NO.	REV	DRAWING TITLE
TP000	4	COVER SHEET + DRAWING SCHEDULE
TP001	1	SITE CONTEXT & SITE PHOTOS
TP002	1	PLANNING CONTROLS
TP003	1	DESIGN RESPONSE - MASSING
TP004	1	DESIGN RESPONSE - FACADE DESIGN
TP005	1	DESIGN RESPONSE - ESD INITIATIVES
TP006	1	ARTIST IMPRESSION 01
TP007	1	ARTIST IMPRESSION 02
TP008	1	ARTIST IMPRESSION 03
TP010	2	EXISTING & DEMOLITION PLAN
TP011	2	EXISTING & DEMOLITION PLAN
TP100	4	FLOOR PLAN - LOWER GROUND
TP100.1	3	FLOOR PLAN - UPPER GROUND
TP101	4	FLOOR PLAN - LEVEL 01
TP102	3	FLOOR PLAN - LEVEL 02
TP103	3	FLOOR PLAN - LEVEL 03
TP104	4	FLOOR PLAN - LEVEL 04
TP105	4	FLOOR PLAN - LEVEL 05
TP106	2	FLOOR PLAN - ROOF
TP110	4	APARTMENT LAYOUT - BADS Review
TP111	4	APARTMENT LAYOUT - BADS Review
TP112	4	APARTMENT LAYOUT - BADS Review
TP113	4	APARTMENT LAYOUT - BADS Review
TP200	2	PROPOSED ELEVATIONS - NORTH & WEST
TP201	2	PROPOSED ELEVATIONS - SOUTH & EAST
TP202	3	STREETSCAPE ELEVATIONS - EXISTING
TP203	3	STREETSCAPE ELEVATIONS - PROPOSED
TP300	4	SECTION A-A
TP301	4	SECTION B-B
TP400	2	SHADOW STUDY - 9AM
TP401	2	SHADOW STUDY - 10AM
TP402	2	SHADOW STUDY - 11AM
TP403	2	SHADOW STUDY - 12PM
TP404	2	SHADOW STUDY - 1PM
TP405	2	SHADOW STUDY - 2PM
TP403	2	SHADOW STUDY - 3PM
TP500	3	DEVELOPMENT SUMMARY

PROJECT TITLE

BRIDGE ROAD APARTMENT DEVELOPMENT

PROJECT ADDRESS

178-182 BRIDGE ROAD, RICHMOND VIC 3121

CLIENT

T D Family P/L ATF T D Family Trust

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DATE 06/05/2020

DWG No. TP000

PROJECT No. TA19051

REV 4

T-A SQUARE

ARCHITECTURE
INTERIOR DESIGN
PROJECT MANAGEMENT

8 Stanley St, Richmond VIC 3121
T: 9421 3827 | www.tasquare.com | ACN: 123 752 469

Attachment 5 - PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)

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1	Section 50 Amendment / RFI Issue	1	06/02/2020	YM
2	RFI Issue	2	24/09/2020	YM

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PROJECT \
178-182 BRIDGE ROAD, RICHMOND VIC 3121

CLIENT \
T D Family P/L ATF T D Family Trust

DRAWING TITLE \
ARTIST IMPRESSION 01

ISSUE \
RFI ISSUE

SCALE \
NTS @ A1
NTS @ A3

PROJECT NO. \
TA19051

DRAWING NO. \
TP006

REV \
2

DRAWN BY \
YM

DATE \
MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 5 - PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)

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NO.	REMARKS	REVISION	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	1	08/02/2020	YM
2	RFI Issue	2	24/09/2020	YM

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PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: ARTIST IMPRESSION 02
ISSUE: RFI ISSUE
SCALE: NTS @ A1 NTS @ A3
PROJECT NO.: TA19051
DRAWING NO.: TP007
DRAWN BY: YM
REV: 2
DATE: MAY 2020

ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 5 - PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)

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NO.	REMARKS	REVISION	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	1	08/02/2020	YM
2	RFI Issue	2	24/09/2020	YM

PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: ARTIST IMPRESSION 03
ISSUE: RFI ISSUE
SCALE: NTS @ A1 NTS @ A3
PROJECT NO.: TA19051
DRAWING NO.: TP008
DRAWN BY: YM
REV: 2
DATE: MAY 2020

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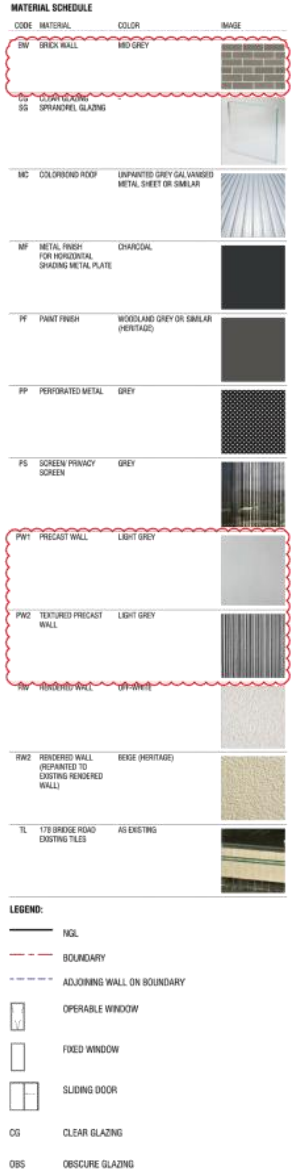
Attachment 5 - PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)



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NO.	REMARKS	REVISION	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	1	06/02/2020	YM
2	RFI Issue	2	06/05/2020	YM
3	RFI Issue	3	24/09/2020	YM

PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: PROPOSED ELEVATIONS - NORTH & WEST
ISSUE: RFI ISSUE
SCALE: 1:100 @ A1, 1:200 @ A3
PROJECT NO.: TA19051
DRAWING NO.: TP200
DRAWN BY: YM
REV: 3
DATE: MAY 2020

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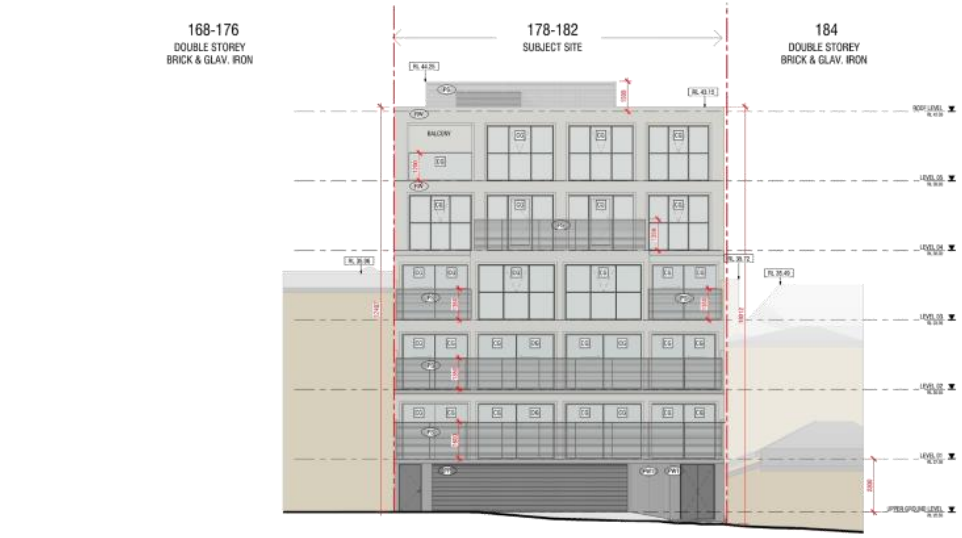
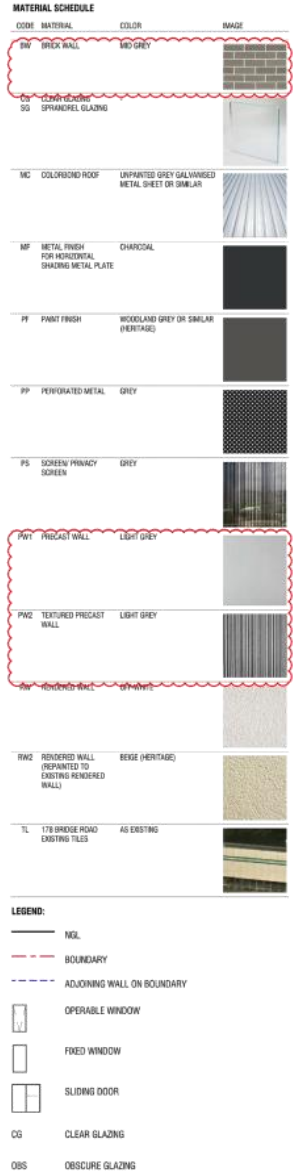
ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 5 - PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)





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NO.	REMARKS	REVISION	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	1	06/02/2020	YM
2	RFI Issue	2	06/05/2020	YM
3	RFI Issue	3	24/09/2020	YM

PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: PROPOSED ELEVATIONS - SOUTH & EAST
ISSUE: RFI ISSUE
SCALE: 1:100 @ A1, 1:200 @ A3
PROJECT NO.: TA19051
DRAWING NO.: TP201
DRAWN BY: YM
REV: 3
DATE: MAY 2020

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ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 5 - PLN19/0428 - 178-182 Bridge Road, Richmond - Sketch Plans (25/09/20)

T-A SQUARE
\ 8 SHELLEY ST, RICHMOND VIC 3121
\ 03 9421 2827
\ WWW.TASQUARE.COM
\ ACN: 123 782 409

NO.	REMARKS	ISSUE DATE	ISSUED BY
1	Section 50 Amendment / RFI Issue	06/02/2020	YM
2	RFI Issue	18/03/2020	YM
3	RFI Issue	25/04/2020	YM
4	RFI Issue	24/09/2020	YM

PROJECT: 178-182 BRIDGE ROAD, RICHMOND VIC 3121
CLIENT: T D Family P/L ATF T D Family Trust
DRAWING TITLE: STREETSCAPE ELEVATION - PROPOSED
ISSUE: RFI ISSUE
SCALE: 1:100 @ A1, 1:200 @ A3
PROJECT NO.: TA19051
DRAWING NO.: TP203
DRAWN BY: YM
REV: 4
DATE: MAY 2020

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ARCHITECTURE INTERIOR DESIGN PROJECT MANAGEMENT

Attachment 6 - PLN19/0428 - 178-182 Bridge Road, Richmond - Dept. of Transport

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Michelle King
Yarra City Council
182 St Georges Road
Fitzroy VIC 3065

Dear Michelle,

PLANNING APPLICATION NO.:	**PLN19/0428**
DEPARTMENT REFERENCE NO:	**PPR 33096/20**
PROPOSAL	**PARTIAL DEMOLITION AND USE AND DEVELOPMENT OF THE LAND FOR THE CONSTURCTION OF A SIX STOREY MIXED-USE BUILDING CONTAINING RETAIL PREMISES AND DWELLINGS (PERMIT REQUIRED FOR DWELLINGS USE ONLY) AND REDUCTION OF THE CAR PARKING REQUIRMENTS.**
PROPERTY ADDRESS:	**178-182 BRIDGE ROAD, RICHMOND VIC 3121**

Thank you for providing notice dated 2 June 2020 under Section 52 of the *Planning and Environment Act 1987*.

It is noted that the application proposes to undertake works associated with a heritage appropriate awning to the front of six storey mixed use development. Consideration to these works have been noted in our conditions below.

The Head, Transport for Victoria has considered this application and does not object to the grant of a permit subject to the following conditions be included in the planning permit:

1. The construction of the development must not disrupt tram operations on Bridge Road without the prior written consent of the Head, Transport for Victoria (Department of Transport).

2. Any request for written consent to disrupt tram operations on Bridge Road during the construction of the development must be submitted to the Department of Transport not later than 8 weeks prior to the planned disruption and must detail measures that will occur to mitigate the impact of the planned disruption.

3. During construction of the development, the existing tram stop infrastructure on Bridge Road must not be damaged or altered. Any damage or alteration to tram infrastructure must be rectified at no cost to and to the satisfaction of the Department of Transport.

4. Separate consent may be required from the Department of Transport (Head, Transport for Victoria) under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1. Please contact Department of Transport prior to commencing any works.

VICTORIA State Government

PERMIT NOTATION:

- Foreseen disruptions to tram operations and mitigation measures must be communicated to Department of Transport eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@transport.vic.gov.au.

Please forward a copy of any decision to this office as required under Section 64 of the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Kathy Aves at kathy.aves@transport.vic.gov.au

Yours sincerely

JAMES NOY
Senior Statutory Planner (Public Transport)
Under delegation from the Head, Transport for Victoria
16 June 2020

Attachment 7 - PLN19/0428 - 178-182 Bridge Road, Richmond - Streetscapes and Natural Values Unit

King, Michelle

From: Williames, Glen
Sent: Tuesday, 2 June 2020 4:18 PM
To: King, Michelle
Subject: RE: PLN19/0428 - 178-182 Bridge Road, Richmond - Urban Design / Open Space / Streetscapes & NV referral

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Michelle,

There does not appear to be any impact from a streetscapes perspective.

Glen Williames
Coordinator - Open Space Services
City Works

PO BOX 168 Richmond VIC 3121
T (03) 9205 5765
E glen.williames@yarracity.vic.gov.au
W yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

From: King, Michelle
Sent: Tuesday, 2 June 2020 8:01 AM
To: Urban Design Unit <UrbanDesignUnit@yarracity.vic.gov.au>; Williames, Glen <Glen.Williames@yarracity.vic.gov.au>; Mardjuki, Julia <Julia.Mardjuki@yarracity.vic.gov.au>
Subject: PLN19/0428 - 178-182 Bridge Road, Richmond - Urban Design / Open Space / Streetscapes & NV referral

Morning everyone,

The following application has recently been received and proceeded to advertising.

Application No.: **PLN19/0428**
Address: **178-182 Bridge Road, Richmond**
Application: **Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements**

Urban Design: Could you please review and provide comments on streetscapes and any capital works – I am also seeking an urban design review of the proposed development, including a review of:

Attachment 8 - PLN19/0428 - 178-182 Bridge Road, Richmond - Open Space Unit

Memo

To:	**Michelle King**
Cc:	**Julia Mardjuki, Craig Lupton**
From:	**Kevin Ayrey**
Date:	**8th July 2020**
Subject:	**PLN19/0428 – 178-182 Bridge Road, Richmond - open space feedback**

Dear Michelle,

I have reviewed the Landscape Plans for 378-390 St Georges Rd, Fitzroy, as provided by John Patrick Landscape Architects, dated March 2020.

Landscaping and planting is shown on the levels 1, 4 & 5.

Planting Plans & Plant Schedules

Planting plans and a plant schedule have been provided with the required information. There are some minor errors with plant call-outs and numbers on the planting plan.

Agapanthus praecox ssp. orientalis is listed as an 'environmental weed' in the Advisory list of environmental weeds in Victoria. While some cultivars are 'lower seeding' any use of *Agapanthus* may send the wrong message to the community that this plant is acceptable. Given that the planter boxes will be facing north, free draining and irrigated, a more appropriate substitute can easily be used. Some native options that would support biodiversity are –

- Dianella species - Little Jess, Little Rev or Luica
- Patersonia occidentalis (Purple Flag)
- Constylis candicans (Cottonheads)
- Grevillea lanigera (Woolly Grevillea Prostrate Form)
- Anigozanthos hybrids - Amber velvet, Gold velvet, Regal velvet, Ruby velvet

Details

Planter details and notes have been provided with adequate information.

Load bearing weights for the building need to be checked and confirmed by suitably qualified structural engineers against the saturated bulk density of soil media, planter box and plant mass proposed.

Please feel free to contact me if you would like me to clarify my comments (ph. 9205 5770).

Sincerely,

Kevin Ayrey

Landscape Architect

Open Space Planning & Design

Attachment 9 - PLN19/0428 - 178-182 Bridge Road, Richmond - Urban Design Unit (Original)

CITY OF YARRA

MeMO

TO:	Michelle King (Statutory Planning)
FROM	Amruta Pandhe (Urban Design)
DATE:	15 July 2020
SUBJECT:	178-182 Bridge Road, Richmond
APPLICATION NO:	PLN19/0428
DESCRIPTION:	Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements

COMMENTS SOUGHT

Urban Design comments have been sought on following matters:

- Overall built form
- Articulation within the surrounding context
- Presentation of the development to Bridge Road, to the adjoining properties and to the rear ROW/residentially zoned land
- Materials and finishes
- Streetscapes and capital works

The comments are based on Architectural Plans dated May 2020.

COMMENTS SUMMARY

The proposal is not supported in its current form. In summary, the following changes are recommended to make the proposal more acceptable from an urban design perspective. The rationale behind these changes is explained in more detail overleaf.

- Reduce the repetitive form created by the partition wall on the sides of the balcony
- Provide less variation in material and architectural treatment along Bridge Road frontage
- Provide some level of articulation or design or texture along the eastern façade
- The structural posts to support the awning are not acceptable
- The use of charcoal metal finish and too much glazing along Bridge Road frontage is not supported
- The paint finish for awning should match the colour of respective heritage buildings

There are no known planned/approved capital works around the subject site which are being led by the Urban Design team.

URBAN DESIGN FEEDBACK
Additional details and amendments that are required on the drawings are discussed in the relevant sections below and overleaf.

Capital Works
There are Bridge Road Landscaping Upgrades currently happening in the area, however, they do not affect the subject site and the area in immediate proximity to the site.

Overall Built Form
The site is within a Design and Development Overlay (DDO 21) which provides guidelines for heights and setbacks. The proposed height is 17.5m which is within the DDO's mandatory requirements and hence is supported. The upper level setback of 6m along Bridge Road frontage provides enough separation between the heritage streetwall and new additional upper levels and hence is supported. Level 4 is setback by 7.4m and Level 5 is setback by 11.8m. The provision of three different setbacks for upper level is creating a repetitive stepped form. However, in this case the stepping of Level 4 and 5 is considered acceptable as the development provides large setbacks to these levels. Hence the building reads as a one and two storey heritage streetwall with 2-3 storeys recessed upper levels which are less visible from the street. Please note this assessment is based on assuming that the artist impression are taken from a pedestrian's viewpoint standing on opposite side of Bridge Road footpath.

The overall height and setbacks are acceptable from an urban design perspective.

Articulation and Presentation
Even though the upper levels setbacks are acceptable there are concerns regarding a 'wedding cake' design being created by the side walls. The 1.7m partition wall/balustrade on the sides of the balcony majorly contributes in creating a 'wedding cake' design along eastern and western façade which is not supported. Such developments draw too much attention from oblique views, particularly when surrounding sites are not development the side profile becomes evident. Hence, it is recommended to avoid further stepping created by the partition wall on the sides of the balcony

The use of different material in response to the lower level heritage form is supported. Overall the vertical articulation will contribute in providing visual interest and break up the scale of the building. However, the proposal presents too many variation in the architectural treatment and material (shown below) along Bridge Road frontage. The design will benefit if there are lesser variations along Bridge Road frontage.

Bridge Road frontage

The proposal integrates landscaping within the building design along Bridge Road frontage that will provide some relief from the hard edge character and is highly supported. Provision of planting will majorly contributes in reducing the hard edge character of the built form and makes the overall form visually interesting.

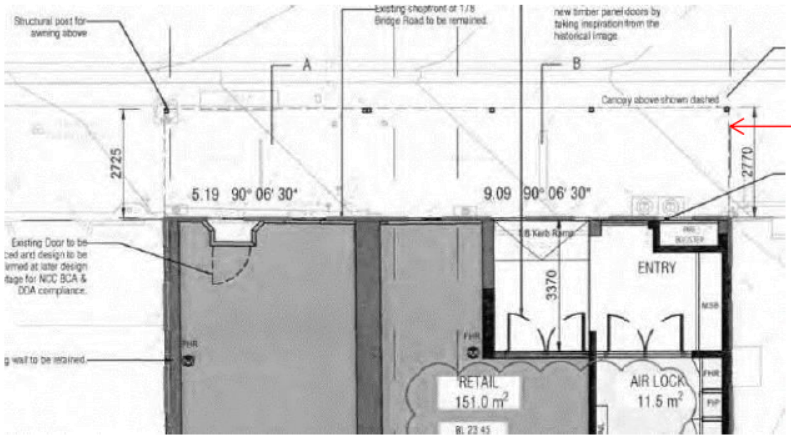
East and West Elevation present large portion of blank walls. It is understood that blank walls are provided for equitable development opportunities of adjacent sites. The property on the west of subject site is almost three storeys with sloping roof. Hence, only top two levels of the proposed blank wall will be visible which is acceptable. The property on the east is a two storey building along Bridge Road frontage and single storey at the rear. The development proposes a light well which breaks up the expanse of the blank wall, however, there are still large portions of blank wall that will be visible from the surrounding. Hence, it is recommended to provide some level of articulation or design or texture so the development does not detract from the fine grain character of the streetscape when viewed from oblique views.

The presentation of the proposed development along the southern interface is acceptable.

Ground Floor Frontage

The ground floor interface is generally supported, with good level of transparency to the street and articulation of ground floor dwellings.

The development proposes to replace the existing awning with a 2.7m wide awning which is supported. Awnings are required along activity centres to provide weather protection for pedestrians and especially in this case existence of a tram stop makes it even more vital. The ground floor plan shows five (5) structural posts to support the awning. There is an easy access tram stop in front of the subject site that provides level access to trams directly from the footpath. The proposed structural posts will impede access to the trams (particularly wheelchair access) and must not be provided. Further, this is not the dominant trend along Bridge Road and the footpath along this section of Bridge Road is narrow and addition of posts will add to the clutter.



Ground Floor (Bridge Road frontage)

Materials and Finishes

Overall the material palette with use of bricks, rendered wall and clear glass is supported. The charcoal metal finish in the central section of the Bridge Road frontage is not supported as it will further clutter the overall façade design. There is too much glazing proposed along Bridge Road frontage which does not respond to the heritage character of the street. The design will benefit if the extent of glazing is slightly reduced.

It is the recommended that the paint finish proposed for awning should match with the colour of respective heritage buildings, similar to the existing awning.

As recommended above use textured or patterned material along the east façade.

Attachment 10 - PLN19/0428 - 178-182 Bridge Road, Richmond - Urban Design Unit (Supplementary)

CITY OF YaRRA

MeMO

TO:	Michelle King (Statutory Planning)
FROM	Amruta Pandhe (Urban Design)
DATE:	8 September 2020
SUBJECT:	178-182 Bridge Road, Richmond
APPLICATION NO:	PLN19/0428
DESCRIPTION:	Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements

COMMENTS SOUGHT

Urban Design comments have been sought to review the changes made and advise if the outstanding concerns have been satisfied.

The comments are based on 'Without Prejudice' Architectural Plans dated May 2020.

COMMENTS SUMMARY

In summary, all the comments have been reflected in the drawings hence the proposal is supported in its current form.

COMMENTS

Below is the assessment against previous concerns raised. The below assessment is only against the matters that were not satisfied in the previous assessment.

Issue	Previous Concerns	Comments
1	Reduce the repetitive form created by the partition wall on the sides of the balcony	This issue is satisfied
2	Provide less variation in material and architectural treatment along Bridge Road frontage	This issue is satisfied
3	Provide some level of articulation or design or texture along the eastern façade	This issue is satisfied
4	The structural posts to support the awning are not acceptable	This issue is satisfied
5	The use of charcoal metal finish and too much glazing along Bridge Road frontage is not supported	This issue is satisfied
6	The paint finish for awning should match the colour of respective heritage buildings	This issue is not satisfied, however, given Council's heritage advisor has not raised any concerns the proposed design is acceptable

Attachment 11 - PLN19/0428 - 178-182 Bridge Road, Richmond - Heritage Advisor

City of Yarra

Heritage Advice

Application No.: PLN10/0428

Address of Property: 178-182 Bridge Rd, Richmond

Planner: Michelle King

I provided heritage advice in relation to a previous proposal for this site (PLN14/1171).

Yarra Planning Scheme References: Clauses 43.01, 21.05, 22.02 and 22.03

Heritage Overlay No. HO310 **Precinct**: Bridge Road, Richmond.

Level of significance

No. 178 Bridge Road, is a double-storey shop and residence, constructed 1860-1880, and which is listed as being "Contributory". Its Description notes it as "Fair" in the citation contained in the *Victorian Heritage Database.*

No. 180 – 182, Bridge Road, Forbes Pty Ltd is a single-storey shop, constructed 1915-1930, which is listed as being "Contributory". Its Description notes it as "Fair" in the citation contained in the *Victorian Heritage Database.*

No. 182 -184 Bridge Road, the Melbourne Savings Bank, constructed in 1889 on the site abutting to the east, is listed as being "Individually significant". Note that the citation for this place is part of Amendment C245 (Yarra High Streets: Statements of Significance. October 2017, (updated October 20189. p. 66)

No. 170 – 176 Bridge Road, Love & Lewis, later Lover & Pollards Department Store, constructed 1900-1915 on the site abutting to the west, is listed as being "Individually significant".

(Appendix 8, *City of Yarra Review of Heritage Overlay Areas 2007, Rev. May. 2018*)

Pelaco Sign, 21-31 Goodwood Street, Richmond is included on the *Victorian Heritage Register* H1149.

The salient points of the Bridge Road Statement of Significance are:

> ***What is significant?***
>
> As a main thoroughfare from Melbourne to the eastern suburbs by the mid 1850s, retail and service trades concentrated at the west end of Bridge Road...
>
> **Main development era**
>
> Bridge Road Heritage Overlay Area, Richmond is a predominantly 19th and early 20th century commercial strip
>
> ***Why is it significant***
>
> As one Richmond's principle thoroughfares that leads to the first bridge to connect Richmond to Hawthorn, retaining many Victorian-era shops;

As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub;

For the architectural continuity and high integrity of upper level façades to their construction date

For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond

For the architecturally significant examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character;

For the contribution of individually significant or well preserved buildings that express a range of key development periods in the street and the City. [Emphasis added]

The salient points of the updated Bridge Road Statement of Significance (Amendment C245) are contained in Yarra High Streets: Statements of Significance. October 2017, (updated October 2019.

What is significant?

History

From its inception, Bridge Road was intended to be the civic centre of the district with the town hall, courthouse and post office complex and police station constructed in 1869-71. In the 1870s Bridge Road, east of Church Street, was widened and named Campbell Parade and the civic centre soon became the site for other public buildings, including a market, skating rink, bowling green and baths. During the prosperous 1870s and 1880s boom period many earlier buildings along Bridge Road were replaced with rows of one and two-storey commercial buildings with residences to the first floor or to the rear. Much of the present streetscape reflects this period...

A small number of Interwar buildings added to the streetscape character...

Since World War II, much of the nineteenth century streetscape of the eastern end of Bridge Road has been eroded, however the predominantly Victorian and Edwardian commercial character of the central and western portions has been largely retained, even with the growth of the Epworth Hospital Complex in the north-western portion of the precinct and larger apartment developments in the area immediately east of the Epworth Complex.

How is it significant?

Bridge Road, Richmond is of historical, architectural and aesthetic significance to the City of Yarra.

Why is it significant?

The Bridge Road Precinct is a major 'High Street' in the City of Yarra and has functioned continuously as one of Richmond's two key commercial centres since the 1840s. It retains a substantial collection of intact commercial buildings, predominantly from the Victorian and Edwardian periods, including shops and associated residences, hotels and other commercial and civic buildings. Together these buildings demonstrate the development of this major 'High Street', particularly from the 1870s/80s and from c1900 to the 1920s when substantial growth in the street occurred. ... [Criterion A].

The substantially intact streetscape of the Bridge Road Precinct clearly demonstrates the principal characteristics of a major turn of the century 'High Street' in the City of Yarra. Typical characteristics, including predominantly two-storey Victorian and Edwardian wall heights, parapeted rendered or red brick facades with repetitive upper floor fenestration, and ground floor shopfronts, are displayed in the original forms, fabric and detailing of many of the buildings. The Bridge Road Precinct contains groups of buildings that retain intact typical rear wings and outbuildings ..., [Criterion D].

The Bridge Road Precinct contains a number of individually significant buildings which are well-considered and carefully detailed examples of commercial and civic buildings. These include, among others, the former Melbourne Savings Bank (182-184 Bridge Road);... [Criterion F].

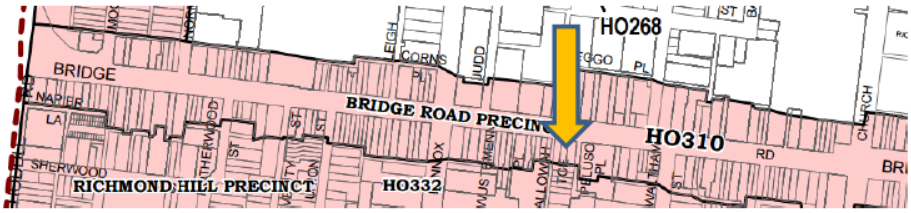


Figure 1 The Heritage Overlay map.

The site abuts HO 332, the Richmond Hill Precinct, Sub-Area "B". Under "Why is it significant?" the Statement of Significance for Sub-Area B states:

- For the well preserved, well-situated and sometimes large Victorian and Edwardian period houses and for the contribution of well preserved buildings from the inter-war period and individually significant buildings from all periods;
- As one of the early private housing development areas for the wealthy, evolving from the 1840s, and associated with some of Melbourne's most prominent early settlers as seen in their gracious residences, elevated siting and proximity to religious centres of most denominations;
- As particularly indicative (like the west sub-area) of Victorian-era private subdivision with irregular street patterns and lot sizes, and one private road; and
- For the views, from both inside and outside the area, to The Vaucluse Convent, the church spires and towers of St Ignatius and the utilitarian four storey red brick Pelaco factory, with its early neon sign above.

Amendment C245 contains an updated citation for all sub-precincts within HO332, Richmond Hill. It includes, *inter alia, viz.*:

> **Inter-war residential estates**
>
> Set away from this concentrated industrial strip, but related historically to it, was the Pelaco factory (1922-1928), located on a hill on the former site of a Victorian-era mansion.

The citation for the Pelaco, Fordham court/Part Goodwood Street Sub-Area has been updated in Amendment C245. It includes *inter alia, viz.*:

Former Pelaco factory (c1922) as an icon in the area, but unrelated in scale and form to the interwar housing nearby.

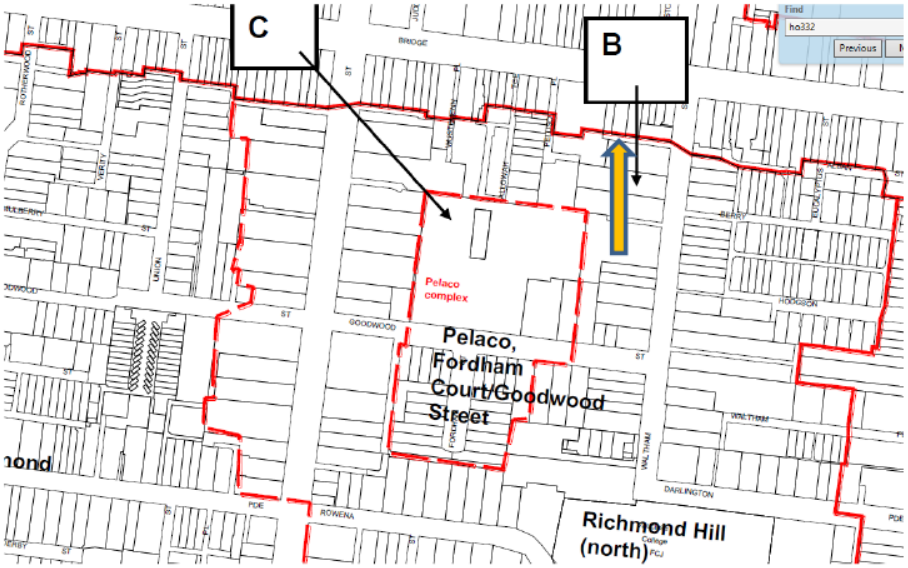


Figure 1 *The heritage precinct map accompanying the precinct Statement of Significance.*

Included in the citation for the E. RICHMOND HILL HERITAGE OVERLAY AREA (SOUTH INDUSTRIAL SUB-AREA) is *inter alia*:

> C. The Richmond Hill Heritage Overlay Area (former Pelaco factory, Fordham Court/Goodwood Street sub-area)
>
> The Richmond Hill Heritage Overlay Area (Pelaco, Fordham Court/Goodwood Street sub-area) is significant:
>
> - For the well preserved and visually cohesive groups of inter-war and early post WW2 residential development
> - For the historical and visual links of this inter-war development with the adjacent inter-war landmark Pelaco Factory;
> - For the contribution of the iconic Pelaco factory complex and illuminated sign, that is well-preserved externally, large in scale and set prominently on the hill as, historically, a symbol of Richmond's special role in the development of key manufacturing centres in the first half of the 20th century.

The Statement of Significance for the Pelaco Sign on the *Victorian Heritage Register* reads, *viz.*:

> The PELACO Sky Sign was erected in 1939 on top of the PELACO Company's factory in Goodwood St, Richmond. The sign, a large double sided sky sign with individual box

letters illuminated in neon, was erected by the Claude Neon Company. The supporting structure extends into the room below roof level.

The sign was partially re-illuminated in 1997 after a long period of dereliction.

The PELACO sign is of historical and social significance to the State of Victoria.

The PELACO sign is historically important as an early example and as a rare survivor of a once popular form of advertising sign employing the large scale use of neon tubes.

The sign is historically significant for its associations with PELACO, the best known shirt manufacturer in Australia. The company was formed by James Kerr Pearson and James Law in 1908 and reached the height of its importance in 1951 when it dominated the Australian market. PELACO was a pioneer in the shirt making industry in Australia and an innovator in the adoption of mass production methods and labour relations in the textiles and clothing industry.

The PELACO sign is socially important with its size and prominence symbolising the dominant role played by the PELACO Company in Australia as a shirt manufacturer. The sign also symbolises the social and economic importance of Richmond as an industrial suburb and its importance in the heartland of Victoria's clothing and textile industry. The landmark status of the sign is enhanced by its prominent position on Richmond Hill and its high degree of visibility from both sides whether illuminated or not.

https://vhd.heritagecouncil.vic.gov.au/places/4857/download-report

In summary both the Bridge Road Precinct and the part of the Richmond Hill Precinct containing the Pelaco factory and sign have been reviewed recently as part of Amendment C245 and the significance of these elements has been reinforced. Note that there is a Panel report dated 26 May, 2020 which is being considered by Yarra City Council.

Context

The site is in the part of Bridge Road which has experienced higher development on the north side set back from the street frontage and where the sites slope down to the north thus allowing for additional storeys and at greater setbacks. At these setbacks either the whole of the original building has been retained or a considerable portion of them has been retained. The setbacks for 7 to 10 storeys are in the order of 13 – 15 metres and with higher portions, such as The Ark, set back further i.e. 47 metres.

It is also noted that some of the development sites on the north side of Bridge Road extend beyond the boundary of the Heritage Overlay Areas whereas on the south side the Bridge Road precinct abuts the Richmond Hill precinct.

By way of contrast, the south side of Bridge Road in the immediate vicinity slopes upwards away from Bridge Road and thus any higher development is likely to be quite, even more, prominent in views and on the skyline. The abuttal to the Richmond Hill Precinct is also likely to temper heights in the immediate vicinity of the subject site as is the Pelaco factory and the Pelaco sign.

In addressing height in combination with setbacks the north side of Bridge Road was considered by VCAT and the principle of what is acceptable is set out well in relation to Nos. 203-207 Bridge Road (207 Bridge Road Pty Ltd v Yarra CC [2013] VCAT 1901 (11 November 2013). The Tribunal noted the fine-grain frontage to Bridge Road, which is also the case on the south side, a layer of 6-7 storeys at a mid level setback of 13-15 metres and then taller elements with setbacks in excess of 40 metres on sites which are wide and deep and which

also slope down the hill to the north where some extend beyond the heritage Overlay boundary.

The Tribunal also noted that "we think that what has been approved is consistent with the intent of strategy 17.2 and the heritage policy at Clause 22.02 of the planning scheme".

The heritage policy and the following strategies have guided development consistently, *inter alia,* along Bridge Road.

> **Strategy 14.3** Protect the heritage skyline of heritage precincts;
> **Strategy 14.6** Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining Areas;
> **Objective 17** To retain Yarra's identity as a low-rise urban form with pockets of higher development;
> **Strategy 17.2** Development on strategic redevelopment sites or within activity centres should generally be no more than 5-6 storeys unless it can be demonstrated that the proposal can achieve specific benefits such as [inter alia]: Significant upper level setbacks [and] High quality restoration and adaptive re-use of heritage buildings (Cl. 21.05).

Further the Objective and Policy of Clause 22.-3, Landmarks and Tall Structures are:

> **22.03-2 Objectives**
>
> To maintain the prominence of Yarra's valued landmarks and landmark signs.
>
> **22.03-3 Policy**
>
> It is policy to:
>
> - Maintain the prominence of Yarra's valued landmark signs.
> - Protect views to the silhouette and profile of Yarra's valued landmarks to ensure they remain as the principal built form reference.
> - Ensure the profile and silhouette of new tall structures adds to the interest of Yarra's urban form and skyline.
>
> **22.03-4 Landmarks Design Response**
>
> Development should protect views to the following landmark signs:

- Pelaco Sign (Goodwood Street, Richmond)

To date the south side of Bridge Road in the same vicinity as this development site has not been the subject of higher built form behind the shops and the evolution of a canyon-like effect should be avoided.

Proposal

It is proposed to demolish most of the existing fabric and to construct a 6 level (including lower and upper Ground floors) building.

Drawing Numbers

Architectural drawings, prepared by T-A Square with no Council date stamp and as per Council's website.

Heritage Impact Assessment prepared by Claire Miller, Trethowan Architects, dated 07 February 2920 and with no, Council date stamp.

Assessment of Proposed Works

Demolition

It is proposed to demolish all on No. 178 Bridge Road other than for the Ground floor walls to the main hipped roof section, the existing shopfront and a chimney. At Nos 180 - 182 Bridge Road only the existing shop entrance and the masonry façade above will be retained. I have inspected the site previously and there is little of heritage value towards the rear. Demolition as proposed is acceptable although in the case of Nos. 180 – 182 it is façadism.

Proposed works

Built form (height/setbacks)

The height is 20.209 metres and noting that the land slopes upwards to the south.

The new built form above the retained fabric effectively commences at Level 02 where the articulated setback is 8.2 metres, 6.01 metres and 8.3 metres. It is the same at Level 03. Given the principles established on the north side of Bridge Road the façade should be flat and set further back as per the levels above. At Level 04 the façade is flat and is set back 10.6 – 9.505 metres. This might be acceptable given the effective recess created by the abutting buildings. At Level 05 the terrace balustrade is set back 11.835 metres and the façade is set back 15.36 metres. This is acceptable.

Effectively, on top of the hill and slightly to the west behind the site is the Pelaco factory and sign, the significance of which has recently been re-affirmed.

The critical aspects from a heritage perspective are to protect the heritage skyline of heritage precincts and to protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas. In addition, views of the Pelaco sign have been specifically identified at Cl. 22.03, albeit not specifically stated in this policy. While DDO21 identifies views from: the footpath on the north west corner of Wellington Parade; and the Tram Stop 13 on Wellington Street immediately west of Simpson Street, there is also an important view to the west from the steps of the Richmond Town Hall. 3-D modelling is required to show what impacts there might be on this view of the sign from the steps/ramp of the Town Hall and the height and setbacks adjusted so as to maintain the existing view.

Apart from aspects commented on above, the general design of the façade responds to the fine grain of the Bridge Road streetscape and is acceptable.

Retention of the inter-War shopfront is applauded although a schedule of any conservation works required would be appropriate. The new shopfront have plinth which is appropriate .

Colours/materials

Façade treatment: RW Rendered wall. What is proposed exactly? Is it to be painted white or white concrete or something else? What is required is a finish which will maintain a pristine appearance unlike some other recent examples in Bridge Road which have deteriorated and stained soon after construction and which are now u sightly in the heritage streetscape.

It is unlikely that the side walls (PW) will be visible from anywhere important and the pre-cast panels are acceptable.

Recommendation / Comments:

Not approved.

3-D modelling is required to show what impacts there might be on the view of the Pelaco sign from the front steps/ramp of the Richmond Town Hall and the height and setbacks adjusted so as to maintain the existing view.

Demolition of Nos. 180 – 182 Bridge Road as proposed is façadism and is acceptable in this case only because there is little fabric of heritage value towards the rear. In principle façadism is not supported.

The façade should be flat and Level 02 and Level 03 should be set further back as per the levels above.

Clarify exactly what façade treatment is proposed. What is required is a finish which will maintain a pristine appearance unlike some other recent examples in Bridge Road which have deteriorated and stained soon after construction and which are now u sightly in the heritage streetscape.

It is unlikely that the side walls (PW) will be visible from anywhere important and the pre-cast panels are acceptable only for this reason.

Provide a schedule of any conservation works required to the retained shopfront..

The interpretative plaques are to be retained and re-affixed in similar positions.

Signed:

Robyn Riddett
Director – Anthemion Consultancies

Date: 12 July 24 July, 2020

Figure 1 *View of the Pelaco sign from the steps of the Richmond Town Hall.*

Figure 2 *Zoomed view of the Pelaco sign from the steps of the Richmond Town Hall. This view is for detail only as in perspective it is somewhat deceptive.*

Figure 3 The subject site.

Figure 4 The shopfront to be retained.

Figure 5 One of the plaques to be retained

Figure 6 One of the plaques to be retained

CITY OF YARRA

MEMO

To: **Michelle King**
From: **Artemis Bacani**
Date: **9 July 2020**
Subject: **Application No: PLN19/0428**
Description: Six Storey Mix-Use Development
Site Address: 178-182 Bridge Road, Richmond

I refer to the above Planning Application received on 1 June 2020 in relation to the proposed development at 82 Westgarth Street, Fitzroy. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Traffix Group	*Traffic Engineering Assessment*	B	7 February 2020
T-A Square	TP100 *Floor Plan – Lower Ground*	4	6 May 2020
	TP100.1 *Floor Plan – Upper Ground*	3	6 May 2020
	TP201 *Proposed Elevations – South & East*	2	6 May 2020
	TP300 *Section A-A*	4	6 May 2020
	TP301 *Section B-B*	4	6 May 2020
	A203 *Proposed West Elevation*	2	30 April 2020
	A300 *Section N-S*	2	30 April 2020
Northern Environmental Design	*Waste Management Plan*		19 December 2019

CAR PARKING PROVISION
Proposed Development
Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
One-bedroom dwelling	12	1 space per dwelling	12	3
Two-bedroom dwelling	3		3	
Retail (Shop)	151 m²	3.5 spaces to each 100 m² of leasable floor area	5	
		Total	**20 Spaces**	**3 Spaces**

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

A car parking reduction of 17 spaces is sought for this development.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment
In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- *Parking Demand for the One- and Two-Bedroom Dwellings*.
  Car ownership rates for residential dwellings in Richmond can be sourced from the 2016 Census conducted by the Australian Bureau of Statistics. For flat-type dwellings, the average car ownership for one- and two-bedroom dwellings is 0.74 and 0.92 cars per dwelling respectively. The census data suggests that there is a market demand for dwellings without any on-site parking, especially if located close to public transport nodes. It is recognised that car ownership is influenced by a number of factors (public transport access, proximity to employment and education centres, affordability issues, environmental concerns, and access to services) and that in inner areas many households do not own a car for a range of reasons.

- *Parking Demand for Shop (Retail) Use*.
  Typically, retail uses would generate a staff parking demand of 1.0 space per 100 square metres of floor area. All of the parking for the retail component would be accommodated off-site.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:
  - Bridge Road trams – 50 metre walk
  - Church Street trams – 220 metre walk

- *Multi-Purpose Trips within the Area*.
  Visitors to the site might combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  The site is easily accessible by pedestrians and bicycles.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand
Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking*.
  The on-street parking in the Richmond area is very high during business hours. The majority of streets in Richmond contain time based parking restrictions. The introduction of parking sensors along Bridge Road and Waltham Street would improve parking turnover to allow visitors and customers to find parking near the site.

- *Relevant Local Policy or Incorporated Document*.
  The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

- *The Future Growth and Development of an Activity Centre*.
  Practice Note 22 – *Using the Car Parking Provisions* indicates that car parking should be considered on a centre-basis rather than on a site/individual basis. This is applicable to activity centres, such as Bridge Road, where spare on-street car parking capacity would be shared amongst sites within the activity centre.

Adequacy of Car Parking
From a traffic engineering perspective, the waiver of 17 spaces associated with this development is considered appropriate in the context of the development and the surrounding area.

The Civil Engineering unit has no objection to the waiver in the car parking requirement for this site.

TRAFFIC IMPACT
Trip Generation
The trip generation for the site adopted by O'Brien Traffic is as follows:

Proposed Use	Adopted Traffic Generation Rate	Daily Traffic	Peak Hour	
			AM	PM
Residential (3 dwellings)	4-5 trips per day for each dwelling with on-site parking 10 % of daily traffic in each peak hour	12-15	1-2	1-2

All development traffic would be utilising the laneway along the southern boundary of the site. It is agreed that the traffic generated by the development should not have a detrimental impact on the traffic operation of the surrounding road network.

DEVELOPMENT LAYOUT DESIGN
Layout Design Assessment

Item	Assessment
Access Arrangements	
Development Entrance – Via Sheridan Place	The width of the development's car parking entrance is not dimensioned on the drawings.
Headroom Clearance	A headroom clearance of 2.15 metres is provided at the car park doorway to satisfy *AS/NZS 2890.1:2004*.
Vehicle Turning Movements – Via Laneway	The swept path diagrams for the B85 design vehicle satisfactorily demonstrates entry and exit movements to and from the on-site car space off Sheridan Place.
Car Parking Modules	
Car Spaces	The width of the car spaces range from 2.6 metres to 2.9 metres to satisfy *AS/NZS 2890.1:2004*. The depth of the spaces is not dimensioned on the drawings.
Other	
Proposed Vehicle Access – Via Sheridan Place	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the west and east edge of Sheridan Place, the centreline of Sheridan Place and the finished floor level of the slab.

Design Items to be Addressed

Item	Details
Roller Door Width	To be dimensioned on the drawings.
Car Spaces	The depth of the car spaces are to be dimensioned on the drawings.
Proposed Vehicle Access – Rear Laneway	To demonstrate the provision of the 40 mm lip from the edge of the laneway to the finished floor level of the front edge of the slab at ground level, the applicant must prepare a cross sectional drawing showing the reduced level of the west and east edge of Sheridan Place, the centreline of Sheridan Place and the finished floor level of the slab.
Waste Collection Arrangements	According to the applicant, waste collection arrangements for the development will be performed on the corner of Waltham Street and Sheridan Place. The Civil Engineering unit has no objection to this proposal.
Bicycle Considerations	The bicycle requirements for this development are to be referred to Council's Strategic Transport unit for assessment.

ENGINEERING CONDITIONS
Civil Works

Upon the completion of all building works and connections for underground utility services,

- The footpath along the property's Bridge Road frontage must be reconstructed to Council's satisfaction and at the Permit Holder's cost. The footpath must have a cross-fall of 1 in 40 or unless otherwise specified by Council. The pavement tactile along the tram stop is to remain intact.

Road Asset Protection

- Any damaged roads, footpaths and other road related infrastructure adjacent to the development site as a result of the construction works, including trenching and excavation for utility service connections, must be reconstructed to Council's satisfaction and at the developer's expense.

Construction Management Plan

- A Construction Management Plan must be prepared and submitted to Council. The Plan must be approved by Council prior to the commencement of works. A detailed dilapidation report should detail and document the existing and post construction conditions of surrounding road infrastructure and adjoining private properties.

Impact of Assets on Proposed Development

- Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.

- Areas must be provided inside the property line and adjacent to the footpath to accommodate pits and meters. No private pits, boundary traps, valves or meters on Council property will be accepted.

Removal, Adjustment, Changing or Relocation of Parking Restriction Signs

- No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch.

- Any on-street parking reinstated as a result of development works must be approved by Council's Parking Management unit.

- The removal of any kerbside parking sensors and any reinstatement of parking sensors will require the Permit Holder to pay Council the cost of each parking sensor taken out from the kerb/footpath/roadway. Any costs associated with the reinstatement of road infrastructure due to the removal of the parking sensors must also be borne by the Permit Holder.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Clearances to Electrical Assets	Overhead power lines run along the west side of south side of Bridge Road, close to the property boundary. The developer needs to ensure that the building has adequate clearances from overhead power cables, transformers, substations or any other electrical assets where applicable. Energy Safe Victoria has published an information brochure, *Building design near powerlines*, which can be obtained from their website: http://www.esv.vic.gov.au/About-ESV/Reports-and-publications/Brochures-stickers-and-DVDs

Planning Referral

To:	Michelle King
From:	Julian Wearne
Date:	19/07/2020
Subject:	Strategic Transport Comments
Application No:	PLN19/0428
Description:	Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements.
Site Address	178 – 182 Bridge Road, Richmond

I refer to the above Planning Application referred on 06/02/2020, and the accompanying Traffic report prepared by Traffix Group in relation to the proposed development at 178 – 182 Bridge Road, Richmond. Council's Strategic Transport unit provides the following information:

Access and Safety
No significant access or safety issues have been noted.

Bicycle Parking Provision
Statutory Requirement
Under the provisions of Clause 52.34-3 of the Yarra Planning Scheme, the development's bicycle parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate	No. of Spaces Required	No. of Spaces Allocated
Dwellings	15 dwellings	In developments of four or more storeys, 1 resident space to each 5 dwellings	3 resident spaces	
		In developments of four or more storeys, 1 visitor space to each 10 dwellings	2 visitor spaces.	
Retail premises (other than specified in this table)	151 sqm	1 employee space to each 300 sqm of leasable floor area	1 employee spaces	
		1visitor space to each 500 sqm of leasable floor area	0 visitor spaces.	
Bicycle Parking Spaces Total			**4 resident / employee spaces**	**17 resident / employee spaces**
			2 visitor spaces	**0 visitor spaces**
Showers / Change rooms		1 to the first 5 employee spaces and 1 to each additional 10 employee spaces	**0 showers / change rooms**	**0 showers / change rooms**

The development provides a total of 13 additional resident/employee spaces above the requirements of the planning scheme but does not provide any visitor spaces to meet the visitor component.

Adequacy of visitor spaces
0 spaces are noted as visitor bicycle parking spaces. Whilst this does not meet the statutory requirement for the provision of visitor spaces, the outcome is acceptable for the following reasons:

- The development only provides a statutory trigger to provide 2 visitor spaces; and Council's best practice rate recommends the provision of 4 visitor spaces.
- The rear access is not suitable for retail visitor use, and is not particularly suitable for visitors to the residential component; however if residential visitors are concerned about the security of their bikes they can request access to the bike store through their hosts.
- It is not recommended the applicant provide visitor spaces at the frontage due to the heritage constraints of the site; and because the existing footpath outside the subject site is already significantly cluttered.
- Council's urban design team are currently planning a street furniture upgrade of Bridge Road, and the inclusion of additional bike hoops by the developer is likely to interfere with this process.
- There are a number of visitor bike spaces in reasonable proximity to the subject site which are likely to cater for the peak expected demand of 4 visitor spaces.

Adequacy of employee spaces
Number of spaces
The number of resident/employee bicycle spaces exceeds the statutory rate and Council's Best Practice rate (16 spaces[1]) and is acceptable.

- A reduction of 17 car parking spaces is sought (85% of the statutory requirement);
- the subject site is located in an inner-urban area with already high cycling-to-work demand, and trends indicate demand will continue to increase; and
- both local and state planning policies include objectives to promote sustainable transport modes, including cycling.
- Given the above, best-practice requires a rate of 1 space to each dwelling[2]. Therefore it is recommended a minimum of 16 resident/employee spaces be provided.

Design and location of employee spaces and facilities
Employee and resident spaces are inadequately located and designed for the following reasons:

- The 1:20 ramp adjacent the flat floor will cause a tripping hazard for people trying to remove their bikes from the hanging bike racks. This is a particular problem because the aisle width between the ramp and flat floor is only 1m, well short of the 1.5m required under AS2890.3.
- Given the above, the grade of the ramp should be extended across the flat floor area of the bike store, so that the aisle width extends across the ramp without causing a tripping hazard (it is acceptable under AS2890.3 for bike storage devices to be on floors with a grade of upto 1:20).
- The horizontal bike storage devices have been incorrectly drawn, with hanging spaces shown. The space allocated however is correct.

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[1] *Category 6 of the SDAPP offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings."*
[2] *Category 6 of the BESS offers the following for best-practice guidance for resident bicycle parking rates: "As a rule of thumb, at least one bicycle space should be provided per dwelling for residential buildings." The statutory rate has been applied for the Retail component.*

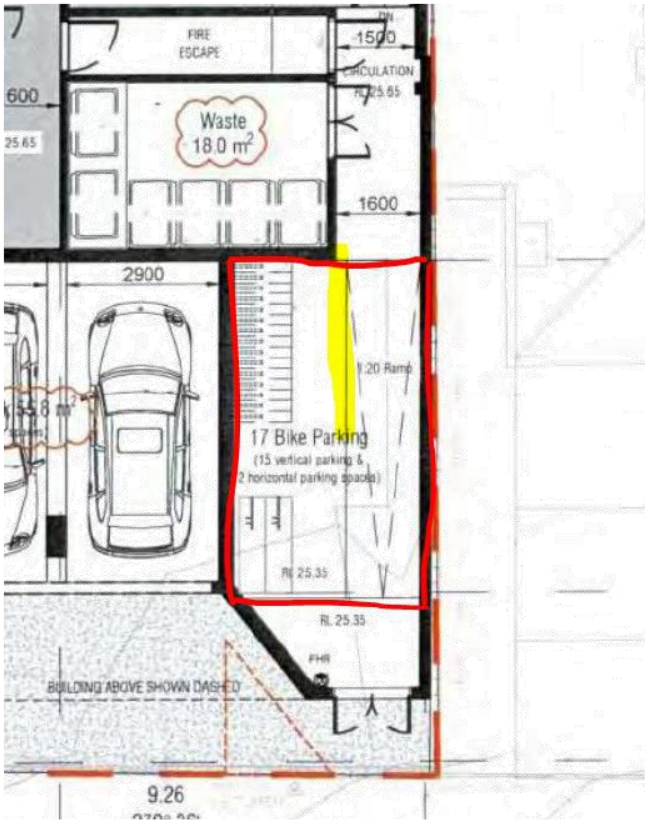

Figure 1. The yellow highlighted ramp edge will cause a trip hazard, or if fitted with a rail, will inhibit the ability for cyclists to remove their bikes from the hanging spaces.

The 1:20 floor grade should be extended across the entire floor area shown in red to remove this hazard.

If the above issues are rectified the bike store will be satisfactory.

Electric vehicles / share cars / other relevant topics?
Council's BESS guidelines encourage the use of fuel efficient and electric vehicles (EV). Whilst it is acceptable no EV charging points are installed during construction, to allow for easy future provision for electric vehicle charging, each of the three car parking bays should be electrically wired to be 'EV ready'. A minimum 40A single phase electrical sub circuit should be installed to for this purpose.

Recommendations
The following should be shown on the plans before endorsement:

1. The entire floor of the bike store should be made to have a 1:20 grade to eliminate the tripping hazard between the ramp and flat floor section; and to ensure a minimum 1.5m aisle width can be achieved adjacent the hanging bike spaces.

Regards

Julian Wearne

Sustainable Transport Officer
Strategic Transport Unit

14/1/2020

PLANNING APPLICATION REFERRAL TO STRATEGIC PLANNING

PLN19/0428 – 178-182 Bridge Road, Richmond VIC 3121

The comments in this assessment focus on compliance with the Design and Development Overlay 21 – Bridge Road Activity Centre (DDO21). They do not provide commentary on other sections of the planning scheme or assess the internal amenity impacts of the application.

These comments are based on the drawings for the revised application:

- TA19051 – 178-182 Bridge Road, Richmond – Revised Scheme (16 December 2019)

Development details

Property address	**178-182 Bridge Road, Richmond VIC 3121**
Application number	**PLN19/0428**
Referral prepared by	Madeline Riseborough (Strategic Planner)
Description	Proposed 6 storey mixed-use development of two shops and 14 dwellings and associated parking
Date of referral	19 December 2019
Status of application	FI Extension of Time Approved
Relevant amendment & status	**Interim** On 21 November 2017, Council sought authorisation from the Minister to introduce an interim Design and Development Overlay Schedule (DDO21) to the Yarra Planning Scheme for the Bridge Road Activity Centre. Interim controls (C248) were approved on 15 November 2018. These interim controls are in effect until 1 October 2020. **Permanent** Permanent controls are proposed to be introduced through the full amendment process. These controls are currently in the preliminary planning stage. The current interim controls provide the basis for the preparation of a future structure plan (or equivalent strategy) for the activity centre and would be relied upon at a future Planning Panel considering the permanent DDO schedule.
Existing and proposed controls	**DDO21 – Precinct 1** C1Z Heritage Overlay 310 (HO310) – Bridge Road Precinct, Richmond. The two buildings are graded 'contributory'.

Attachment 14 - PLN19/0428 - 178-182 Bridge Road, Richmond - Strategic Planning

14/1/2020

Strategic Planning comments - Summary

The proposal reinforces the mid-rise scale of built form character of Bridge Road and remains respectful of the heritage of the streetscape.

The revised scheme achieves a greater level of compliance with the interim DDO and provides a better built form outcome than previous plans.

The reduction in height and articulated façade treatment is supported and has resulted in a development where upper levels are visually recessive and retain the prominence of the heritage buildings and wider heritage streetscape (compared with the previous plans).

Additionally, through the revision of the plans, the building has reduced the visual bulk and overshadowing/overlooking adjoining residential land.

The revised scheme for 178-182 Bridge Road, Richmond largely **complies** with the requirements of the interim DDO. The detailed analysis and breakdown of the requirements in DDO21 can be found in the table and further comments below.

The double-storey heritage frontage at 180-182 Bridge Road complies with the viewline provisions. The single-storey heritage frontage of 178 Bridge Road would not comply. However, the design ensures the primacy of the heritage facades are retained despite the visibility of the upper levels.

Other comments:

- The requirements in DDO21 are preferred unless the DDO includes the word 'must' plus the wording that "a permit cannot be granted to vary..." or is described as "mandatory".
- There is an error in the labelling of floors in the Section Diagram A-A. Level 5 is incorrectly labelled Level 06.
- Views to landmarks requirement – Not applicable.
- Vehicular access requirement – **Complies.** Vehicular access to the development will be from the rear laneway with pedestrian access to the apartments from Bridge Road.
- Building design requirements – **Complies**. See comments in 'Upper levels'. In addition, 4m high retail spaces are proposed on the ground floor. Awnings/verandahs are to be reinstated.

Madeline Riseborough
Strategic Planner

Attachment 14 - PLN19/0428 - 178-182 Bridge Road, Richmond - Strategic Planning

14/1/2020

Building Heights and Setbacks – Precinct 1

Compliance with the proposed amendment:

Strategic Planning comments are provided below and are based on the application drawings dated **December 2019.**

Requirements	Planning Application	DDO21 (Amendment C248)	Assessment of proposal
Building height	19.5m (6 storeys)	**Mandatory:** 21m • *The mandatory and the preferred building height and street wall requirements are set out in the relevant precinct Building Heights and Setbacks Plans. Buildings or works must not exceed the maximum building height and street wall height shown in the relevant precinct Building Heights and Setbacks Plans.*	**Complies.** DDO21 has a mandatory maximum building height control of 21m in Precinct 1. The development proposes a height of 19.5m and complies with the height control of the interim DDO. Per the DDO, the lift overrun is not included in the overall height. DDO21 includes specific criteria for any plant rooms, lift overruns etc. in 2.1 Definitions. The development complies with these requirements. It minimises the height and roof area occupied by the lift overrun, including the requirement that the

		• *A permit cannot be granted to vary a building height shown as a mandatory building height in the relevant precinct Building Heights and Setbacks Plan.*	height should not extend higher than 3.6m above the maximum building height.
Street wall	Retains the heritage frontage on Bridge Road.	**Mandatory:** Retain heritage frontages on Bridge Road. • *A permit cannot be granted to vary a street wall height shown as a mandatory street wall height in the relevant precinct Building Heights and Setbacks Plan.* • *The street wall height of development in a heritage overlay or immediately adjoining a heritage overlay must match the parapet height of the adjoining taller heritage building.*	**Complies.** Precinct 1 has a highly defined and consistent street wall. The frontage of the property along Bridge Road is a 'significant heritage streetscape' and therefore it is mandatory to retain the heritage frontages. The development retains the two heritage frontages on-site as required by the DDO.
Upper-level setbacks	6m setback above heritage frontage	**Mandatory:** 6m setback above heritage frontage. • *A permit cannot be granted to vary a setback shown as a mandatory setback in the relevant precinct Building Heights and Setbacks Plan.*	**Complies.** The setback is the shortest horizontal distance from a building, including balconies, to the property boundary. The development's upper-level setback is 6m at levels 2 and 3 with an 8m setback proposed for Level 4 and 12m for Level 5. DDO21 proposes a minimum mandatory setback control of 6m for the site. Therefore development does comply.

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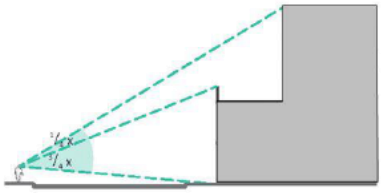
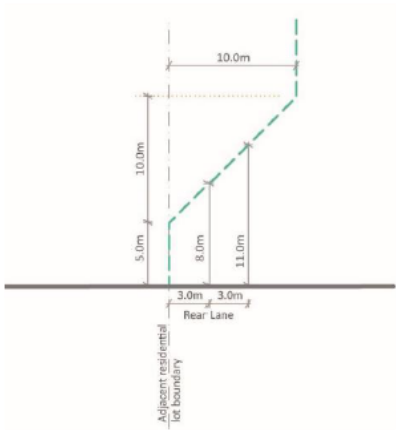
Upper-level setback (view lines)	• 178 Bridge Road - **Would not** occupy more than ¼ of the vertical angle • 180-182 Bridge Road - **Would** occupy more than ¼ of the vertical angle	**Preferred:** Any part of the building above the (retained) front street wall must occupy no more than one-quarter of the vertical angle defined by the whole building in the view from a sightline at a height of 1.7 metres above the footpath (on the opposite side of the street). 	**178 Bridge Road complies.** 178 Bridge Road is a 2 storey retained heritage street wall, therefore the building would not occupy more than ¼ of the vertical angle. **180-182 Bridge Road would not comply.** 180-182 Bridge Road is a single storey retained heritage street wall, therefore the proposed development would occupy more than ¼ of the vertical angle. While the design does not meet the preferred requirement for the part of the site at 180-182 Bridge Road, the proposed outcome is considered acceptable: • The upper-level development, although more visible above the single storey façade than the 2 storey facade, meets key Design Objectives and Precinct Design Requirements in the DDO to ensure the street wall remains prominent and the upper levels are visually recessive and clearly distinct. • Additionally, the design meets 'Heritage building design requirements - Upper levels (above street wall height)'.

14/1/2020

Interfaces to neighbouring residential properties	The building is within the setback requirements outlined in Figure 1.	**Preferred:** Buildings must be set back from residentially zoned land (excluding Mixed Use Zone).  	**Complies.** The proposed development is within the setback provisions in Figure 1. The site is separated by a laneway (Sheridan Place) from land in the Neighbourhood Residential Zone (NRZ). A small portion of the site also directly abuts land in the Commercial 1 Zone (C1Z). DDO21 seeks '*to minimise amenity impacts on residential properties adjoining the Bridge Road Activity Centre including overlooking, overshadowing and visual bulk impacts.*' (1.0 Design Objectives) and '*respect the low scale existing development adjoining the activity centre'* (2.3 Precinct 1 – Precinct Design Requirements). As noted above this referral has not assessed the amenity impacts on the dwelling located at 2 Waltham Street (in the NRZ) with a sideage to the development site, other than compliance with the rear setback requirements.
Building separation	The development is proposed to be built to the boundary on its common boundaries above the street wall. Windows and balconies are not proposed along common boundaries.	**Preferred:** • *Consider future developments – adjacent properties* • *Upper level – minimum 4.5m from the common boundary where habitable window or balcony proposed* • *Upper level – 3m from the common boundary where commercial or non-habitable window proposed* • *Laneway – as above (measured from the centre of laneway)*	**Complies.** Given there are no windows and/or balconies proposed along common boundaries, the proposed development complies with the DDO.

14/1/2020

Overshadowing	The development does not overshadow any part of Bridge Road, Lennox Street, Church Street, or Burnley Street between 11 am and 2 pm on 22nd September.	**Mandatory:** Must not overshadow any part of the following between 11 am and 2 pm on 22nd September: - the southern footpath of Bridge Road to a distance of 3.0 metres **Preferred:** Must not overshadow any part of the following between 11 am and 2 pm on 22nd September: - the opposite footpath of Lennox Street to a distance of 2.0 metres - the opposite footpath of Church Street to a distance of 3.0 metres - the opposite footpath of Burnley Street to a distance of 2.0 metres from the kerb	**Complies.** The development does not overshadow any footpath of the streets outlined in DDO21 and complies with the requirement.
Heritage building design: **Building facades and street frontages**		**Preferred:** Adaptation of contributory or individually significant buildings must: - avoid highly reflective glazing in historic openings - encourage the retention of solid built form behind retained facades and avoid balconies behind existing openings - maintain the inter-floor height of the existing building and avoid new floor plates and walls cutting through historic openings.	**Complies** The proposed development: - proposes clear glazing in the windows of the two heritage buildings - avoids balconies behind the openings of the 1st floor of the 2 storey heritage building (this space proposed as a second living room). Noting private open space is proposed behind the parapet of the single-storey building. - appears to retain the floor heights of the existing heritage buildings.

Attachment 14 - PLN19/0428 - 178-182 Bridge Road, Richmond - Strategic Planning

14/1/2020

Upper Levels (above street wall height)		Upper-level development on land within a heritage overlay and on land immediately adjoining a heritage building must: - be visually recessive and not visually dominate the heritage building and the heritage streetscape - retain the primacy of the three-dimensional form of the heritage building as viewed from the public realm to avoid 'facadism' - utilise visually lightweight materials and finishes that are recessive in texture and colour and provide a juxtaposition with the heavier masonry of the heritage facades - incorporate simple architectural detailing that does not detract from significant elements of the heritage building and the heritage streetscape - be articulated to reflect the fine-grained character of the streetscape.	**Complies** The proposed development: - is visually recessive and does not dominate the heritage buildings or streetscape - retains existing chimneys - retains and utilises the first two rooms of the 2 storey heritage building - presents a light coloured articulated upper levels for 180-182 Bridge Road with darker colours on the upper levels behind the 2 storey heritage building. Based on the provided renders, the upper-level design and finishes do not appear to compete with the existing heritage façade and reflect the fine grain character of the street.

Attachment 15 - PLN19/0428 - 178-182 Bridge Road, Richmond - ESD Advisor

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

ESD in the Planning Permit Application Process

Yarra City Council's planning permit application process includes Environmentally Sustainable Development (ESD) considerations. This is now supported by the ESD Local Policy Clause 22.17 of the Yarra Planning Scheme, entitled *Environmentally Sustainable Development*.

The Clause 22.17 requires all eligible applications to demonstrate best practice in ESD, supported by the Built Environment Sustainability Scorecard (BESS) web-based application tool, which is based on the Sustainable Design Assessment in the Planning Process (SDAPP) program.

As detailed in Clause 22.17, this application is a 'large' planning application as it meets the category Non-r*esidential 1. 1,000m^2 or greater*.

What is a Sustainable Management Plan (SMP)?
An SMP is a detailed sustainability assessment of a proposed design at the planning stage. An SMP demonstrates best practice in the 10 Key Sustainable Building Categories and;

- Provides a detailed assessment of the development. It may use relevant tools such as BESS and STORM or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identifies achievable environmental performance outcomes having regard to the objectives of Clause 22.17 (as appropriate); and
- Demonstrates that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site's opportunities and constraints; and
- Documents the means by which the performance outcomes can be achieved.

An SMP identifies beneficial, easy to implement, best practice initiatives. The nature of larger developments provides the opportunity for increased environmental benefits and the opportunity for major resource savings. Hence, greater rigour in investigation is justified. It may be necessary to engage a sustainability consultant to prepare an SMP.

Assessment Process:

The applicant's town planning drawings provide the basis for Council's ESD assessment. Through the provided drawings and the SMP, Council requires the applicant to demonstrate best practice.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

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Attachment 15 - PLN19/0428 - 178-182 Bridge Road, Richmond - ESD Advisor

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

Assessment Summary:

Responsible Planner:	Michelle King
ESD Advisor:	Gavin Ashley
Date:	26.06.2020
Subject Site:	PLN19/0428 178-182 Bridge Road, Richmond VIC 3121
Site Area:	Approx. 432 m²
Project Description:	Partial demolition and construction of a 6-storey mixed-use building with ground floor retail and 5 levels of residential units.
Pre-application meeting(s):	Unknown.
Documents Reviewed:	- Sustainability Management Plan [07.02.20], Northern Environmental Design - Town Planning Drawings [06.05.20], T-A Square - Waste Management Plan [07.02.20], Northern Environmental Design - Water Sensitive Urban Design (WSUD) Report [07.02.20], Northern Environmental Design - Daylight Analysis Report [07.02.20], Northern Environmental Design

The standard of the ESD does not meet Council's Environmental Sustainable Design (ESD) standards. Should a permit be issued, the following ESD commitments (1) and deficiencies (2) should be conditioned as part of a planning permit to ensure Council's ESD standards are fully met.

Furthermore, it is recommended that all ESD commitments (1), deficiencies (2) and the outstanding information (3) are addressed in an updated SMP report and are clearly shown on Condition 1 drawings. ESD improvement opportunities (4) have been summarised as a recommendation to the applicant.

(1) Applicant ESD Commitments:

- 7.6-star average NatHERS rating.
- A full Bess Report provided with a score of 57% representing 'best practice'.
- A STORM report with a 100% STORM score has been submitted that demonstrates best practice and relies on ~232m² of roof connected to a 7,000 litre rainwater tank connected to toilet flushing in all 15 apartments, with a supply reliability of 60%.
- Water efficient heat rejection and fire-test systems.
- 5kW rooftop solar PV system proposed, avoiding 8.8 tonnes of CO^2 (GHG emissions) per year.
- 20% improvement on 2016 NCC Lighting Power Density requirements.
- Heating and Cooling systems within one-star, or CoP/EER 85% of better than best available.
- 'Energy Efficient' life design, with reduced friction, adjustable speeds and LEDs.
- Maximum levels of Portland Cement specified for concrete building components.
- A minimum of 1x EV charging station and 17 bicycle parking spaces provided.
- Tenancy meters for utilities will be provided to measure centralised building systems and common area consumption.
- Building User Guide will be provided to building occupants with the intent to reduce energy and water consumption.

(2) Application ESD Deficiencies:

- Up to 40% of general waste is comprised of organic compost. Using the generation rates of the WMP this is potentially 210 litres per week, and therefore there is a significant demand for organic waste collection. Clarify strategy and update WMP accordingly.

Sustainable Management Plan (SMP)
Referral Response by Yarra City Council

- Re-evaluate the materials schedule in terms of urban heat – in particular the darker tones of PF (paint finish) and BW (brick wall) (TP200) could be lighter with higher SRI for urban heat mitigation.

(3) Outstanding Information:

- Clarify shading treatment to windows on north façade, levels 1 to 3.
- Clarify the extent to which building fabric and subsequent performance have been exceeded.
- Clarify thermal performance of non-residential component.
- Provide a statement relating to availability of car share in the immediate vicinity.
- Clarify the inclusion of such a target within a site-specific Construction Waste Management Plan.

(4) ESD Improvement Opportunities

- Consider using a heat pump, as gas represents redundant path dependency on fossil fuels.
- Consider increasing rainwater storage capacity to increase supply reliability (above 60%).
- Consider increasing rainwater storage capacity to also service (minimal) irrigation needs.
- Consider the inclusion of materials that use post-consumer content (such as insulation).
- Consider calculating the embodied carbon associated with reduction strategies.
- Consider a small pallet of materials and construction techniques that can assist in disassembly.
- Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.
- Consider wiring additional 2 spaces for future EV charging capability.
- Consider a green roof, wall or façade (i.e. climbers) to improve the ecological value of this site. Potential to cover BW element in creepers to mitigate darker tones.
- Consider head contractor to be ISO 14001 accredited.
- Consider an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.

Further Recommendations:
The applicant is encouraged to consider the inclusion of ESD recommendations, detailed in this referral report. Further guidance on how to meet individual planning conditions has been provided in reference to the individual categories. The applicant is also encouraged to seek further advice or clarification from Council on the individual project recommendations.

1. Indoor Environment Quality (IEQ)

Objectives:

- to achieve a healthy indoor environment quality for the wellbeing of building occupants.
- to provide a naturally comfortable indoor environment will lower the need for building services, such as artificial lighting, mechanical ventilation and cooling and heating devices.

Issues	Applicant's Design Responses	Council Comments	CAR*
Natural Ventilation and Night Purging	All windows are operable, exceeding NCC window opening requirements, with cross-ventilation where possible.	Satisfactory.	1
Daylight & Solar Access	A Daylight Analysis Report has been provided, identifying 100% of apartment bedrooms achieve DF>0.5, 82% of living areas with a DF>1.0 and 32% of ground floor retail with DF>2.0 0 – using a VLT of 0.65. (see daylight report).	Satisfactory.	1
External Views	No information has been provided, however all bedrooms and living areas have at least one window.	Satisfactory.	1
Hazardous Materials and VOC	All internal sealants and paints, adhesives, and carpets will have low VOC content as specified in Green Star Design & As Built V1.2.	Satisfactory.	1
Thermal Comfort	Mixed mode ventilation, double glazing, insulation, external shading and efficient HVAC.	Clarify shading treatment to windows on north façade, levels 1 to 3.	3

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 1. Indoor Environment Quality
Good Environmental Choice Australia Standards www.geca.org.au
Australian Green Procurement www.greenprocurement.org
Residential Flat Design Code www.planning.nsw.gov.au
Your Home www.yourhome.gov.au

2. Energy Efficiency

Objectives:

- to ensure the efficient use of energy
- to reduce total operating greenhouse emissions
- to reduce energy peak demand
- to minimize associated energy costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
NCC Energy Efficiency Requirements Exceeded	The SMP claims the proposal Significantly exceeds the BCA 2019 energy efficiency requirements, with material R-values provided – however no calculations against a reference case provided.	Clarify the extent to which building fabric and subsequent performance have been exceeded.	3
Thermal Performance	Average 7.6 NatHERS rating across the residential component, with a preliminary energy assessment provided. However, no indication of improvement on NCC requirements for ground floor retail component.	Clarify thermal performance of non-residential component.	3
Greenhouse Gas Emissions	GHG emissions >10% below the benchmark (claimed in BESS) – and rooftop solar PV system to reduce emissions by 8.8 tonnes per year.	Satisfactory	1
Hot Water System	DHW provided by central gas system (86% or 6-star) with insulated circulating loop to reduce parasitic heat loss.	Consider using a heat pump, as gas represents redundant path dependency on fossil fuels.	4
Peak Energy Demand	14% claimed for this credit in BESS (2.2). (SMP, p. 43)	Satisfactory.	1
Effective Shading	The building is orientated to the north, with minimal glazing exposed on east and west facades. A number of horizontal shading devices are present on the northern façade, on levels 4 & 5 (TP201).	Clarify shading treatment to windows on north façade, levels 1 to 3.	3
Efficient HVAC system	Reverse cycle split system within one star of the best (minimum 5-stars). (SMP, p. 10).	Satisfactory.	1
Car Park Ventilation	Naturally ventilated – ground floor car park with 30% opening perforated roller door (TP100.1).	Satisfactory.	1
Efficient Lighting	At least 20% improvement in LPD claimed.	Satisfactory.	1
Electricity Generation	A 5-kW rooftop solar PV system is proposed, capable of producing 6,543 kWh/year. (SMP, p. 28).	Satisfactory.	1
Other	An 'Energy Efficient' life design proposed, with reduced friction, adjustable speeds and LEDs.	Satisfactory.	

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 2. Energy Efficiency
House Energy Rating www.makeyourhomegreen.vic.gov.au
Building Code Australia www.abcb.gov.au
Window Efficiency Rating Scheme (WERS) www.wers.net

Minimum Energy Performance Standards (MEPS) www.energyrating.gov.au
Energy Efficiency www.resourcesmart.vic.gov.au

3. Water Efficiency

Objectives:

- to ensure the efficient use of water
- to reduce total operating potable water use
- to encourage the collection and reuse of rainwater and stormwater
- to encourage the appropriate use of alternative water sources (e.g. grey water)
- to minimise associated water costs.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising Amenity Water Demand	Minimum WELS star rating of fixtures: • Taps: 5 star • Toilets: 4 star • Showers: 3 star • Dishwashers 4 star	Satisfactory.	1
Water for Toilet Flushing	A 7,000 litre rainwater tank proposed, used for flushing toilets in all apartments.	Consider increasing rainwater storage capacity to increase supply reliability (above 60%).	4
Water Meter	In addition to tenancy meters for utilities, meters will be installed to monitor the harvested rainwater supply line.	Satisfactory.	1
Landscape Irrigation	There is no indication of rainwater servicing irrigation, however drought tolerant plants are to be specified.	Consider increasing rainwater storage capacity to also service (minimal) irrigation needs.	4
Other	-	-	

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 3. Water Efficiency
Water Efficient Labelling Scheme (WELS) www.waterrating.gov.au
Water Services Association of Australia www.wsaa.asn.au
Water Tank Requirement www.makeyourhomegreen.vic.gov.au
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Sustainable Landscaping www.ourwater.vic.gov.au

4. Stormwater Management

Objectives:

- to reduce the impact of stormwater runoff
- to improve the water quality of stormwater runoff
- to achieve best practice stormwater quality outcomes
- to incorporate Water Sensitive Urban Design principles.

Issues	Applicant's Design Responses	Council Comments	CAR*
STORM Rating	A STORM report with a 100% STORM score has been submitted that demonstrates best practice and relies on ~232m² of roof connected to a 7,000 litre rainwater tank connected to toilet flushing in all 15 apartments, with a supply reliability of 60%.	Satisfactory.	1
Discharge to Sewer	No information has been provided.		-
Stormwater Diversion	A total catchment area of 226 m² is to be directed to the rainwater storage, with an additional 37 m² of permeable (garden) area.	Satisfactory.	1
Stormwater Detention	7,000 litres detention capacity, with additional detention of 37 m² of permeable garden area.	Satisfactory.	1
Stormwater Treatment	STORM report indicates 'rainwater tank' as treatment option.	Satisfactory.	1
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 4. Stormwater Management
Melbourne Water STORM calculator www.storm.melbournewater.com.au
Water Sensitive Urban Design Principles www.melbournewater.com.au
Environmental Protection Authority Victoria www.epa.vic.gov.au
Water Services Association of Australia www.wsaa.asn.au
Sustainable Landscaping www.ourwater.vic.gov.au

5. Building Materials

Objectives:

- to minimise the environmental impact of materials used by encouraging the use of materials with a favourable lifecycle assessment.

Issues	Applicant's Design Responses	Council Comments	CAR*
Reuse of Recycled Materials	Besides timber specification (below) no specific information provided regarding recycled or reused materials.	Consider the inclusion of materials that use post-consumer content (such as insulation).	4
Embodied Energy of Concrete and Steel	Concrete components will have specified maximum amounts of Portland Cement, with non-structural elements to use natural aggregate. (SMP. 13)	Consider calculating the embodied carbon reductions associated with embodied carbon reduction strategies.	4
Sustainable Timber	All feature timber will be recycled or from accredited sustainably harvested plantation sources (FSC or AFS).	Satisfactory.	1
Design for Disassembly	No information has been provided.	Consider a small pallet of materials and construction techniques that can assist in disassembly.	4
PVC	No information has been provided specifically regarding PVC, however flooring will have GECA or ISO 14001 certification.	Consider pipes, cabling, flooring to do not contain PVC or meeting best practice guidelines for PVC.	4

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 5. Building Materials
Building Materials, Technical Manuals www.yourhome.gov.au
Embodied Energy Technical Manual www.yourhome.gov.au
Good Environmental Choice Australia Standards www.geca.org.au
Forest Stewardship Council Certification Scheme www.fsc.org
Australian Green Procurement www.greenprocurement.org

6. Transport

Objectives:

- to minimise car dependency
- to ensure that the built environment is designed to promote the use of public transport, walking and cycling.

Issues	Applicant's Design Responses	Council Comments	CAR*
Minimising the Provision of Car Parks	Car parking for 3 cars proposed in ground floor car park.	Good.	1
Bike Parking Spaces	17 bike parking spaces for residents provided on the ground floor.	Satisfactory. Clarify provision of bicycle parking for customers and visitors.	1
End of Trip Facilities	End of trip facilities have not been provided.	Satisfactory due to small retail component.	1
Car Share Facilities	No information has been provided.	Provide a statement relating to availability of car share in the immediate vicinity.	3
Electric vehicle charging	At least 1 parking space to support EV charging.	Good. Consider wiring additional 2 spaces for future EV charging capability.	4
Green Travel Plan	A Green Travel plan has not been provided.	Satisfactory due to residential focus.	1

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 6. Transport
Off-setting Car Emissions Options www.greenfleet.com.au
Sustainable Transport www.transport.vic.gov.au/doi/internet/icy.nsf
Car share options www.yarracity.vic.gov.au/Parking-roads-and-transport/Transport-Services/Carsharing/
Bicycle Victoria www.bv.com.au

7. Waste Management

Objectives:

- to ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development
- to ensure long term reusability of building materials.
- to meet Councils' requirement that all multi-unit developments must provide a Waste Management Plan in accordance with the *Guide to Best Practice for Waste Management in Multi-unit Developments 2010*, published by Sustainability Victoria.

Issues	Applicant's Design Responses	Council Comments	CAR*
Construction Waste Management	A target recycling rate of 80% of construction and demolition waste has been adopted for the construction phase of the development to minimise the volume of waste to landfill.	Clarify the inclusion of such a target within a site-specific Construction Waste Management Plan.	3
Operational Waste Management	An 18 m2 bin room is provided at ground floor, with a Waste Management Plan provided that details waste generation and management for general and recyclables.	Satisfactory.	1
Storage Spaces for Recycling and Green Waste	Recycling facilities shown on GF, with garden waste to be managed by contract landscaper. Organic waste has been identified as 'impractical' due to minimal demand.	Up to 40% of general waste is comprised of organic compost. Using the generation rates of the WMP this is potentially 210 litres per week, and therefore there is a significant demand for organic waste collection. Clarify strategy and update WMP accordingly.	2
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 7. Waste Management
Construction and Waste Management www.sustainability.vic.gov.au
Preparing a WMP www.epa.vic.gov.au
Waste and Recycling www.resourcesmart.vic.gov.au
Better Practice Guide for Waste Management in Multi-Unit Dwellings (2002) www.environment.nsw.gov.au
Waste reduction in office buildings (2002) www.environment.nsw.gov.au

8. Urban Ecology

Objectives:

- to protect and enhance biodiversity
- to provide sustainable landscaping
- to protect and manage all remnant indigenous plant communities
- to encourage the planting of indigenous vegetation.

Issues	Applicant's Design Responses	Council Comments	CAR*
On Site Topsoil Retention	There is no productive topsoil on this site.	-	N/A
Maintaining / Enhancing Ecological Value	Planter boxes have been integrated into the proposed design on level 1, 4 and 5.	Satisfactory.	1
Heat Island Effect	No information has been provided.	Re-evaluate the materials schedule in terms of urban heat – in particular the darker tones of PF (paint finish) and BW (brick wall) (TP200) could be lighter with higher SRI for urban heat mitigation.	2
Other			
Green wall, roofs, facades	No information has been provided.	Consider a green roof, wall or façade (i.e. climbers) to improve the ecological value of this site. Potential to cover BW element in creepers to mitigate darker tones.	4

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 8. Urban Ecology
Department of Sustainability and Environment www.dse.vic.gov.au
Australian Research Centre for Urban Ecology www.arcue.botany.unimelb.edu.au
Greening Australia www.greeningaustralia.org.au
Green Roof Technical Manual www.yourhome.gov.au

9. Innovation

Objective:

- to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings.

Issues	Applicant's Design Responses	Council Comments	CAR*
Significant Enhancement to the Environmental Performance	-	-	-
Innovative Social Improvements	-	-	-
New Technology	-	-	-
New Design Approach	-	-	-
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 9. Innovation
Green Building Council Australia www.gbca.org.au
Victorian Eco Innovation lab www.ecoinnovationlab.com
Business Victoria www.business.vic.gov.au
Environment Design Guide www.environmentdesignguide.com.au

10. Construction and Building Management

Objective:

- to encourage a holistic and integrated design and construction process and ongoing high performance

Issues	Applicant's Design Responses	Council Comments	CAR*
Building Tuning	All energy and water management systems will be commissioned in accordance with the manufacturer's specifications.	Satisfactory.	1
Building Users Guide	A Building Users Guide explaining optimal usage of building services to minimise energy and water consumption.	Satisfactory.	1
Contractor has Valid ISO14001 Accreditation	No information has been provided.	Consider head contractor to be ISO 14001 accredited.	4
Construction Management Plan	No information has been provided.	Consider an Environmental Management Plan be developed by the building contractor to monitor and control activities undertaken during construction.	4
Others	-	-	-

*** Council Assessment Ratings:**

1 – Design Response is SATISFACTORY; 2 – Design Response is NOT SATISFACTORY
3 – MORE INFORMATION is required; 4 – ESD IMPROVEMENT OPPORTUNITIES

References and useful information:
SDAPP Fact Sheet: 10. Construction and Building Management
ASHRAE and CIBSE Commissioning handbooks
International Organization for standardization – ISO14001 – Environmental Management Systems
Keeping Our Stormwater Clean – A Builder's Guide www.melbournewater.com.au

Sustainable Management Plan (SMP)
for planning applications being considered by Yarra Council

Applicant Response Guidelines

Project Information:

Applicants should state the property address and the proposed development's use and extent. They should describe neighbouring buildings that impact on or may be impacted by the development. It is required to outline relevant areas, such as site permeability, water capture areas and gross floor area of different building uses. Applicants should describe the development's sustainable design approach and summarise the project's key ESD objectives.

Environmental Categories:

Each criterion is one of the 10 Key Sustainable Building Categories. The applicant is required to address each criterion and demonstrate how the design meets its objectives.

Objectives:

Within this section the general intent, the aims and the purposes of the category are explained.

Issues:

This section comprises a list of topics that might be relevant within the environmental category. As each application responds to different opportunities and constraints, it is not required to address all issues. The list is non-exhaustive and topics can be added to tailor to specific application needs.

Assessment Method Description:

Where applicable, the Applicant needs to explain what standards have been used to assess the applicable issues.

Benchmarks Description:

The applicant is required to briefly explain the benchmark applied as outlined within the chosen standard. A benchmark description is required for each environmental issue that has been identified as relevant.

How does the proposal comply with the benchmarks?

The applicant should show how the proposed design meets the benchmarks of the chosen standard through making references to the design brief, drawings, specifications, consultant reports or other evidence that proves compliance with the chosen benchmark.

ESD Matters on Architectural Drawings:

Architectural drawings should reflect all relevant ESD matters where feasible. As an example, window attributes, sun shading and materials should be noted on elevations and finishes schedules, water tanks and renewable energy devices should be shown on plans. The site's permeability should be clearly noted. It is also recommended to indicate water catchment areas on roof- or site plans to confirm water re-use calculations.

Attachment 16 - PLN19/0428 - 178-182 Bridge Road, Richmond - City Works Unit

King, Michelle

From: Athanasi, Atha
Sent: Wednesday, 29 July 2020 9:10 AM
To: King, Michelle
Subject: RE: HPE CM: RE: PLN19/0428 - 178-182 Bridge Road, Richmond - Engineering / Strategic Transport / Waste referral

Hi Michelle,

The waste management plan for 178-182 Bridge Road, Richmond authored by Northern Environmental Design and dated 7/7/20 is satisfactory from a City Works Branch's perspective.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: King, Michelle
Sent: Friday, 24 July 2020 9:21 AM
To: Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: RE: HPE CM: RE: PLN19/0428 - 178-182 Bridge Road, Richmond - Engineering / Strategic Transport / Waste referral

Hi Atha,

The applicants have prepared an amended WMP to address your below concerns.

If you could please review and advise if it is satisfactory.

Many thanks,

Michelle

Michelle King
Principal Planner

Planning and Placemaking

PO BOX 168 Richmond VIC
T (03) 9205 5333
E michelle.king@yarracity.vic.gov.au
ABN 98 394 086 520

Follow us on Facebook, Instagram and Twitter

Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: Athanasi, Atha
Sent: Thursday, 18 June 2020 10:03 AM
To: King, Michelle <Michelle.King@yarracity.vic.gov.au>
Subject: HPE CM: RE: PLN19/0428 - 178-182 Bridge Road, Richmond - Engineering / Strategic Transport / Waste referral

Hi Michelle,

The waste management plan for 178-182 Bridge Road, Richmond authored by Northern Environmental Design and dated 7/2/20 is not satisfactory from a City Works Branch's perspective.
Issues to be rectified include, but may not be limited to the following:

1. Please detail the total space of the waste storage area in M^2.
2. Please detail the total footprint of suggested bins in M^2.
3. Waste generation rates should align with Yarra's MUD Guidelines.
4. Food waste diversion should be included as a requirement
5. E-waste and hard waste storage areas are not detailed.
6. A clause must be included in the plan regarding potential review into the service if operational requirements change.
7. Please detail the bin store plan showing path of access from the bin store to the bin collection point, hard waste and e waste storage.

Regards,

Atha Athanasi
Contract Management Officer

City of Yarra – City Works Depot
168 Roseneath St CLIFTON HILL VIC 3068
T (03) 9205 5547 F (03) 8417 6666
Atha.Athanasi@yarracity.vic.gov.au
www.yarracity.vic.gov.au
Follow us on Facebook, Instagram and Twitter

Attachment 16 - PLN19/0428 - 178-182 Bridge Road, Richmond - City Works Unit

Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

From: King, Michelle
Sent: Tuesday, 2 June 2020 8:03 AM
To: Engineering Referral Unit <EngineeringReferalUnit@yarracity.vic.gov.au>; Strategic Transport Referrals <StrategicTransportReferrals@yarracity.vic.gov.au>; Athanasi, Atha <Atha.Athanasi@yarracity.vic.gov.au>
Subject: PLN19/0428 - 178-182 Bridge Road, Richmond - Engineering / Strategic Transport / Waste referral

Hi Engineering, Strategic Transport and Atha,

Application No.: PLN19/0428
Address: 178-182 Bridge Road, Richmond
Application: Partial demolition and use and development of the land for the construction of a six storey mixed-use building containing a retail premises and dwellings (permit required for dwelling use only) and a reduction of the car parking requirements

Engineering: Could you please review the access/egress, car parking arrangements, car parking reduction and traffic impacts associated with the proposed development.

ST: Could you please review the sustainable transport offer.

Atha: Could you please review the waste arrangements.

All documents can be found at the following web address:

https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/05/28/pln190428

Please let me know if you require anything else,

Michelle

Michelle King
Acting Principal Planner
Planning and Placemaking

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Yarra City Council acknowledges the Wurundjeri Woi Wurrung as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra, and gives respect to the Elders past and present.

29 June 2020

640.10090.03950 180-182 Bridge Rd 20200629.docx

Yarra City Council
PO Box 168
RICHMOND 3121

Attention: Michelle King

Dear Michelle

178-180 Bridge Road, Richmond
Development Application Acoustic Review
PLN 19/0428

SLR Consulting Pty Ltd (SLR) has been retained by the City of Yarra to provide a review of the acoustic assessment report prepared for the mixed use development proposed for 178-180 Bridge Road, Richmond.

Details of the report are as follows:

- Title: 178-182 Bridge Road, Richmond, Planning Application Acoustic Report
- Reference: R01 19110
- Date: 7 February 2020
- Prepared for: TD Family Pty Ltd AFT TD Family Trust
- Prepared by: Clarity Acoustics Pty Ltd

The report has been prepared to address potential noise impacts to and from the subject development.

1 Project Background

(Sections 1, 2 of the acoustic report)

The acoustically significant aspects of the application are summarised below:

- The project is a six level mixed use building located at 178-180 Bridge Road, and is proposed to comprise:
  - Ground level retail and parking
  - 15 apartments over five levels
  - Roof terrace
- The nearest noise sensitive receivers are identified in Table 1 of the report and are shown on the marked up aerial included as Figure 1.
- The site has commercial receivers on the eastern and western boundaries.

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T: +61 3 9249 9400 E: melbourne@slrconsulting.com
www.slrconsulting.com ABN 29 001 584 612

SLR Comments: *The acoustically significant aspects of the proposal and the nearest noise sensitive receivers have generally been identified.*

There is a large amount of mechanical plant at the rear of the commercial premises at 176 Bridge Road, which is not addressed in the acoustic report. We have discussed this equipment with Clarity and they informed us that the equipment was not audible at the subject site during any of their four site visits. They note that visits were undertaken during both the day and night periods. On the basis of this information, we accept that the equipment is likely to comply with SEPP N-1, and that further consideration of it is not necessary.

2 Road Traffic Noise

2.1 Criteria

(Sections 3.3, 3.4 and 5.1 of the acoustic report)

Clarity state that the site is not within a noise influence area, as specified in Table D3 of Standard D16 of the planning scheme, and therefore that design to the road traffic noise targets of 40 dBA $L_{eq,16h}$ in living rooms and 35 dBA $L_{eq,8h}$ in bedrooms, is not required. Instead, road traffic and tram noise is proposed to be assessed to the AS/NZS2107:2016 design sound level ranges for apartments on major roads. The levels are given as 35 to 45 dBA in living rooms and 30 to 40 dBA in sleeping areas at night.

In Table 7 of the report, the specific design targets adopted for the project are presented as 35 dBA Leq for all spaces, with these targets proposed to be met between the hours of 6 am and 10 pm in living areas, and 10 pm and 6 am in bedrooms.

SLR Comments: *We agree that the noise targets provided in Standard D16 do not formally apply to this project, and that reference to the AS/NZS2107 is reasonable.*

The ASNZS2107 design targets presented in Table 3 include large ranges however the targets provided in Table 7 are more specific. We understand that these targets are proposed to be met by the day and night average road traffic noise levels. The living rooms targets in Table 7 are 5 dB better than the Standard D16 levels. The proposed targets are reasonable and will provide a good level of acoustic amenity if achieved.

2.2 Traffic noise measurements

(Section 4.2 of the acoustic report)

Attended measurements of road traffic noise were conducted on Tuesday 21 January 2020, on the Bridge Road side of the subject site, at the following times:

- 6:25 am to 6:55 am
- 7:45 am to 8:15 am

The measured levels have been used as representative of the full duration of the measurement period.

Measurements were undertaken with the sound level meter 4 m above ground. In email correspondence Clarity have elaborated that the measurement was undertaken 3 m from the façade of the building, and had an uninterrupted view to Bridge Road. They also stated that the measured levels were treated as free field.

The measured levels were 72 dBA L_{eq} (both measurements) and 92 and 91 dBA L_{max}. The maximum levels were noted to be caused by a motor bike and tram passby respectively.

SLR Comments: *The measurement time is reasonable for quantifying typical worst case noise levels and the loudest level during the night perod (i.e. the pre 7am measurement).*

2.3 Façade upgrade treatments for noise control

(Section 5.2 and Appendix D of the acoustic report)

Glazing to the living room windows of Apartment 1 that overlook Bridge Road are required to have a minimum rating of not less than Rw = 42 dB.

Glazing to other habitable rooms in the northern facade is required to have an acoustic rating of not less than Rw = 35 dB.

A specification is also provided for the non-glazed elements of the façade,

SLR Comments: *Our indicative calculations, using an assumed traffic noise spectrum and Clarity's A-weighted traffic noise levels, suggest that the proposed glazing should enable the targets typically nominated in the City of Yarra to be met. We are not able to confirm whether Clarity's nominated targets for living rooms (which are lower) will be met in all apartments.*

3 Project Mechanical Plant

(Section 6.0 of the report)

Centrally located project mechanical plant is identified as:

- Apartment condenser units, which are proposed to be located on the roof of the development (15), and at the rear of the property at ground level (2)
- A carpark entrance gate
- A kitchen exhaust fan (roof mounted fan)

3.1 Background noise monitoring for establishing noise limits

(Sections 4.0 and 4.1 of the acoustic report)

Unattended background noise monitoring was conducted from 16 to 21 January 2020 at the rear of the existing building at the subject site, shielded from local noise sources. The lowest measured day/evening and night average levels are presented in Table 5 of the report.

These were: 37 dBA L_{90} (day), 38 dBA L_{90} (evening) and 33 dBA L_{90} (night).

SLR Comments: *The monitoring location is reasonable for quantifying background noise levels in the area.*

3.2 Noise limits

(Section 6.1 of the acoustic report)

All centrally located mechanical plant, including individual apartment AC units, is proposed to be assessed to SEPP N-1. The SEPP N-1 noise limits have been calculated using the measured background levels and land use zoning for the night period only. The identified night limit is 43 dBA. Clarity state that if plant and equipment is designed to comply with the night limit, it will also meet the day and evening limits.

SLR Comments: *There is some ambiguity in the EPA guidance with regard to assessment criteria for centrally located mechanical plant that is owned and operated by individual apartment owners, and it has been argued that this plant is assessable to Environment Protection (Residential Noise) Regulations, 2018, which requires the equipment to be inaudible inside habitable rooms at night, irrespective of whether windows are open or closed.*

However, it is not clear to us whether application of the Residential Noise Regulations to this equipment would mean that the cumulative contribution of all centrally located, but privately operated mechanical plant is to be inaudible in dwellings, or just individual AC units. Due to the ambiguity in applying the Residential Noise Regulations to centrally located apartment mechanical plant, we are satisfied with the assessment of noise from this equipment to SEPP N-1.

Our calculation of the noise limits, taking into consideration Clarity's measured background noise levels, are consistent with Clarity's.

3.3 Control of noise from project mechanical plant

(Section 6 and Appendix F of the acoustic report)

Recommended maximum sound power levels are provided in Section 6.2 for the air conditioning condenser units. An assumed sound power level for the kitchen exhaust fan is provided in Table 14 (Appendix F).

Advice is provided for an upgrade to the roof / ceiling of apartments below the plant platform to control airborne noise from the equipment to the apartment directly below (Rw = 50 dB roof specified).

A 3D computer noise model has been prepared to predict noise form the plant and equipment to noise sensitive receiver locations. The equipment is all predicted to comply with the identified SEPP N-1 limits at all sensitive receiver locations.

SLR Comments: *The approach taken is generally reasonable. An explicit specification is not provided for the kitchen exhaust fan (just an assumed sound power level). Given its proximity to an apartment outdoor deck, we recommend that a specification be provided for this fan, or that the permit include a requirement for all acoustically significant mechanical plant to be reviewed during the detailed design phase of the project.*

Advice should also ideally be provided in the report for addressing structureborne noise from the fan and condenser units. This noise can be difficult to control for equipment installed on a lightweight roof, as we understand is proposed in this instance.

4 Summary

A review of the acoustic report prepared for the mixed use development proposed for 178-180 Bridge Road Richmond is provided above. The report generally addresses noise impacts to and from the subject site.

We recommend that the planning permit for the project require a final acoustic review of project mechanical plant to ensure that all equipment, including the proposed kitchen exhaust fan, meet SEPP N-1 limits.

Regards,

Dianne Williams
Associate – Acoustics

Checked/Authorised by: JA

22 CLEELAND ROAD
SOUTH OAKLEIGH VIC 3167
AUSTRALIA

M E L
CONSULTANTS

(ACN 004 230 013)

Ref: 130-20-DE-REV-00

5 July 2020

City of Yarra
PO Box 168
Richmond VIC 3121

Attn: Michelle King

Dear Michelle,

178-182 Bridge Road, Richmond
Review of Vipac Wind Impact Statement
Vipac Document Numbers: 30N-19-0222-TNT-6771854-3 (7 February 2020)

The review of the Vipac Wind Impact Statement is based on MEL Consultants' experience of wind flow around buildings and structures. This experience has been developed from a company experience of more than 40 years of desktop, wind tunnel, and full scale studies of environmental wind conditions in urban and sub-urban areas. No wind tunnel studies have been undertaken to support the review. Our comments are as follows:

- The Vipac Wind Impact Statement has been prepared based on the experience of the consultancy and no wind tunnel testing by Vipac has been carried out to support the report. MEL Consultants have no issue with this approach for a desktop study as this is a common approach to provide architects, developers, and responsible authorities advice on the wind effects of the design.

- MEL Consultants have no issue with the Analysis Approach, Site Exposure, and Regional Wind Climate that have been used as the basis for the assessment. Vipac has clearly identified the process for the desktop assessment and this is consistent with the approach that MEL Consultants would take to prepare a desktop wind impact assessment. A clear description of the 178-182 Bridge

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Road development has been provided along with reference drawings in the Appendix of the report. The desktop assessment has identified the heights of the immediate surrounding existing buildings.

- MEL Consultants have no issue with the assessment criteria that Vipac have used for the desktop assessment. The recommended criteria for the immediate surroundings streetscapes would be walking comfort and the standing criteria for the entrances to the building. The assessment clearly discusses the rationale for recommending the walking criterion for the terraces and there is no issue with this recommendation.

- MEL Consultants would agree with Vipac that the proposed development at 178-182 Bridge Road would satisfy the walking criterion in the surrounding streetscapes and the standing criterion at the building entrances due to the setback of the tower and canopy along the Bridge Road frontage.

- MEL Consultants would agree that the wind conditions on the terraces would satisfy the walking criterion due to the shielding provided by the surrounding buildings.

In conclusion, the Vipac Wind Impact Assessment has been prepared based on the consultant's experience of wind flow around buildings and structures. We have no issues with the Analysis Approach, Site Exposure, Regional Wind Climate, and description of the development used in the preparation of the assessment. This is consistent with the approach MEL Consultants would take to prepare a similar desktop environmental wind assessment. MEL Consultants would agree with the Vipac assessment of the expected wind conditions in the surrounding streetscapes, entrances, and terraces.

Yours sincerely,

M. Eaddy

M. Eaddy
MEL Consultants Pty Ltd

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6.5 PLN20/0231 - 423-425 Smith Street, Fitzroy - Partial use of the land as a function centre with a maximum of three functions a week, between 9am and 11pm, catering for a maximum of 120 patrons and a reduction in the statutory car parking requirement.

Executive Summary

Purpose

1. This report provides an assessment for the partial use of the land as a function centre with a maximum of three functions a week, between 9am and 11pm, catering for a maximum of 120 patrons and a reduction in the statutory car parking requirement.

Key Planning Considerations

2. Key planning considerations include:
   (a) Clause 11.01 – Settlement;
   (b) Clause 22.05 – Interface Use Policy;
   (c) Clause 34.01 – Commercial 1 Zone (use); and
   (d) Clause 52.06 – Car Parking

Key Issues

3. The key issues for Council in considering the proposal relate to:
   (a) Use of the land as a function centre;
   (b) Off-site amenity impacts;
   (c) Car parking.

Submissions Received

4. Seven objections were received to the application, these can be summarised as:
   (a) Car parking
      (i) Insufficient on-street parking available;
      (ii) Car parking report provided by applicant is inadequate;
   (b) Excessive noise (patrons smoking outside, roller door, waste vehicles/collections);
   (c) Excessive hours of operation (particularly until 11.00pm);
   (d) Applicant's transparency in proposed hours of operation/centre operational details;
   (e) Patrons smoking within the rear laneway creating litter and smell of cigarette smoke to adjoining residents;
   (f) Possibility of extending the proposed hours of operation, number of functions and locations within the propose building where function can be held; and
   (g) Waste bins being placed on Westgrath Street.

Conclusion

5. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to the following key recommendations:
   (a) Restriction in the hours of operation, number of events per week, duration of functions and patron numbers as per the advertised plans;

(b) The presence of an event manager at all times functions take place and security after-hours.

(c) Patrons access to the function centre to be restricted to Smith Street, with the rear (fire) exit door along the laneway only to be used in cases of emergencies.

(d) Provision of only background music;

(e) Submission of an updated waste management plan.

CONTACT OFFICER: **Gary O'Reilly**
TITLE: **Senior Statutory Planner**
TEL: **9205 5040**

6.5 PLN20/0231 - 423-425 Smith Street, Fitzroy - Partial use of the land as a function centre with a maximum of three functions a week, between 9am and 11pm, catering for a maximum of 120 patrons and a reduction in the statutory car parking requirement.

Reference	D20/162626
Author	Gary O'Reilly - Senior Statutory Planner
Authoriser	Coordinator Statutory Planning

Ward:	Nicholls
Proposal:	Partial use of the land as a function centre with a maximum of three functions a week, between 9am and 11pm, catering for a maximum of 120 patrons and a reduction in the statutory car parking requirement.
Existing use:	Office
Applicant:	United Co. Pty Ltd C/- Fulcrum Urban Planning Pty Ltd
Zoning / Overlays:	Commercial 1 Zone Heritage Overlay (HO333) Environmental Audit Overlay Special Building Overlay
Date of Application:	17 April 2020
Application Number:	PLN20/0231

Planning History

1. Planning permit 97/1481 was approved on the 2 January 1998 for the purpose of alterations and additions to the existing factory building and new advertising signage.
2. Planning permit PN15/1258 lapsed on 21 June 2016 to allow for building and works and alterations to the existing building.
3. Planning permit PLN16/0700 was issued on 22 November 2016 for the development of the land for part demolition, buildings and works including new canopies to the Smith Street entrances and to construct and display business identification signage (non-illuminated).
    (a) A secondary consent application to the above permit was approved on 27 April 2017 and allowed the replacement of the existing roller door with two (2) single-pane clear-glazed windows and with red-brick plinth on the northern elevation and the replacement of the two (2) existing roller doors and two single-doors with three-double sets of single-pane clear-glazed windows and including a red-brick plinth.
4. Planning permit PLN16/0843 was issued (at the direction of VCAT) on 10 October 2017 for
    (a) *In accordance with the endorsed plans:*
        (i) *To construct a building and construct or carry out works*
        (ii) *Reduction in the standard car parking requirement.*
    (b) The development allows for construction of a commercial development of five additional levels to the existing building (total 8 storeys) containing office space and a reduction in the car parking requirement (figure 1). The existing car park on the roof will be maintained on level 2 and form part of the overall building. A total of 74 car parking spaces and 130 bicycle spaces are to be provided.

Figure 1 - Approved development perspective - PLN16/0843

(c) This permit is still valid with an extension of time recently approved (18 November 2020), stipulating that construction must commence before the 10 October 2021.

5. Amendment planning permit PLN16/0843.01 was approved on the 20 December 2019 to allow for construction of a communal roof terrace for the office building, with associated lobby and amenities.

6. Amended planning permit PLN16/0843.02 has been recently submitted on the 17 November 2020 for an increase in the office ceiling heights and an increase in the rear setback of the approved building. No decision has been made on this application to date.

7. Planning permit PLN17/0649 lapsed on the 15 November 2017. This sought a liquor licence and a reduction in car parking.

8. Planning Permit PLN17/1027 was issued by Council on 24 May 2018 for *sale and consumption of liquor and reduction in car parking requirements associated with a restaurant (no permit required for the restaurant use).* The licensed restaurant is currently operating in the north-west corner of the building, consistent with the location of the café as per endorsed plans of planning permit PLN16/0843.

   (a) The permit allows for a maximum of 83 patrons, must provide tables and chairs for 75% of patrons and is permitted to operate between the hours of 9.00am to 4.00pm.

9. Amended planning permit PLN17/1027.01 lapsed on the 13 December 2019 and which sought to allow for an increase to licensed area and increase to operating hours. This application south permission to extend the red line area into the building's foyer for the use as an ancillary function centre. It also sought to extend the hours of operation as follows:

   (a) Sunday to Thursday, 9.00am to 1.00pm

   (b) Friday to Saturday, 9.00am to 1.00am

10. Planning permit PLN19/0118 was issued on 18 March 2020 for the construction and display of business identification signage, including an internally illuminated high wall sign.

Background

11. The amendment application was lodged on 17 April 2020, with further information submitted July 2020. The application was advertised, with 7 objections received.

12. Due to COVID-19 (Coronavirus) restrictions, no planning consultation meeting occurred.

13. During the course of the application, advice was obtained from Council's Engineering Services Unit. The referral advice is attached to this report.

The Proposal

17. The application seeks the partial use of the land as a function centre (310sqm) and a reduction in the statutory car parking requirement.

18. More specifically the proposal (as advertised) is for the following:

Function centre

19. It is proposed to use two sections of the existing building foyer on the ground floor for the purpose of holding temporary events and functions (figure 2 – hatched red).

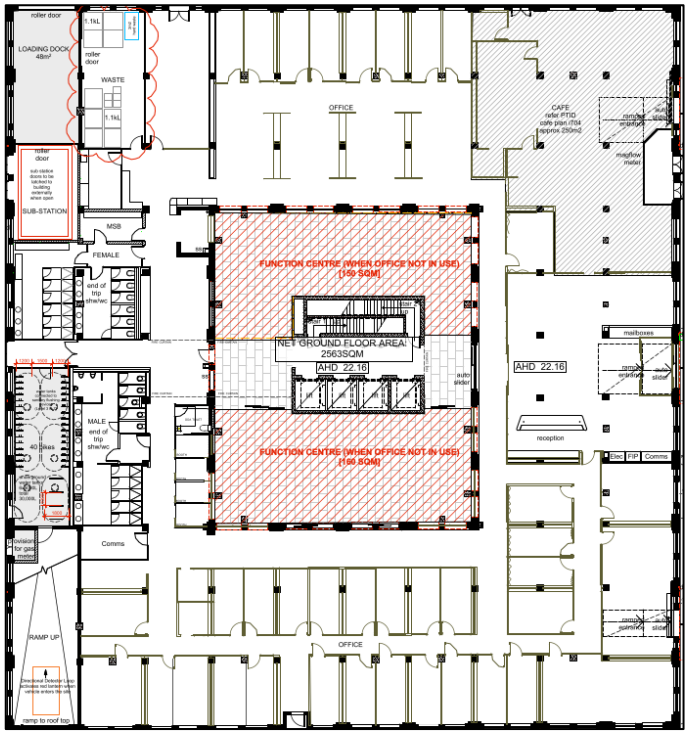


Figure 2 - Ground floor plan with function centre areas hatched in red

20. Both areas are centrally located within the host building and divided into two separate sections, to the north and south of the central pedestrian walkway/accessway. Both spaces are to be separated from the main office use via internal glazing/walls.

(a) The function area to the north of the lift core has a total 150sqm (figure 3).

Figure 3 - Northern office space

(b) The function area to the south of the lift core has a total 160sqm (figure 4).

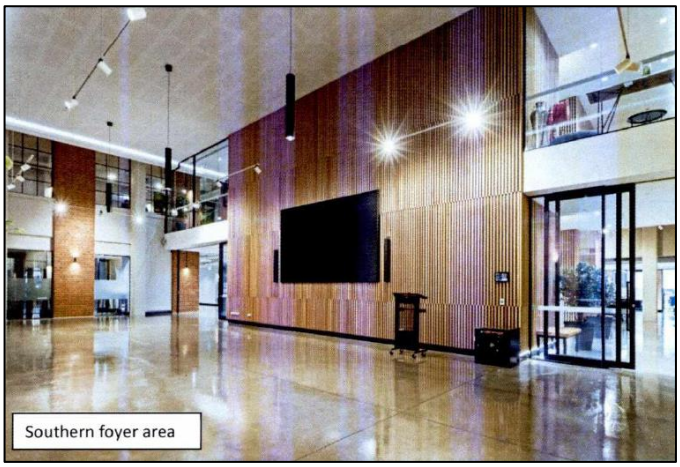


Figure 4 - Southern office space

21. The operational details of the function centre are as follows:

    (a) The spaces will cater to a range of corporate events, for example workshops, training, product lunches, network events and seminars;

    (b) A maximum of 120 patrons will be present at any one time;

    (c) It is proposed to have a maximum of three function per week;

    (d) Events are expected to last between 1 – 2 hours.

    (e) Functions can occur between Monday to Sunday, between the hours of 9.00am and 11.00pm.

    (f) Recorded background music may be played during some events.

    (g) Access to the functions will be via the reception area off Smith Street, where patrons will be guided to the event area.

    (h) The event spaces are expected to be used by existing office tenants, however they will also be available for external bookings.

    (i) The restaurant within the building (Mr Huxley) will facilitate and service the areas. Should external catering be requested, the caterer will be responsible for the service of food and liquor under the supervision of the Event Manager.

    (j) The restaurant's kitchen will be open during functions with canapes, finger food, buffet and/or la carte available from the current restaurant menu.

    (k) Depending on the event taking place, the operators will have floor staff serving alcohol. Alcohol at the event will be subject to a renewable limited liquor licence. This type of which does not trigger the need for a planning permit as they are exempted under Clause 52.27 of the Yarra Planning Scheme.

Subject Site

22. The subject site is located on the west side of Smith Street at the junction of Smith Street and Westgarth Street, in Fitzroy. The land is rectangular in shape with three street frontages to Smith Street, Westgarth Street and Leicester Street and is bounded by a laneway on the western (rear) boundary. The site abuts Smith Street for a length of 54m and Westgarth Street and Leicester Street for a length of 50m. The site has an area of approximately 2,600sqm.

23. The site is developed with a two-storey building (figure 5) constructed in the mid-late 1920s as a factory/warehouse. The building is constructed to all boundaries, with a rooftop car park for 74 cars.

Figure 5 - Subject site No. 423-425 Smith Street, Fitzroy

24. Access to the building is currently gained from all street frontages and along the rear laneway. The ground floor is occupied by a mix of office space (1508sqm) and a restaurant within the north-east corner (250sqm). Both uses are as-of-right uses under the Commercial 1 Zone and as such are not subject to any use restrictions.

    (a) The restaurant however operates with a liquor licence approved under planning permit PLN17/1027. This permits the sale and consumption of liquor in association with the restaurant. A maximum of 83 patrons are permitted and liquor can be sold / consumed between the hours of 9.00am to 4.00pm. There are no restrictions identified on the permit with respect to the days of operation.

25. In addition to the office and restaurant uses, the ground floor has provision for an internal bicycle storage area and substation. Both accessed via the rear laneway.

26. The first floor is occupied by 2,000sqm of office space accessed by a centrally located lift core and stairwell. Adjacent to the lift and stairwell are two void areas, below is where the proposed use is to be located.

27. The site has provision for 74 car spaces located on the roof. Vehicle access is provided from Leicester Street to the south via a ramp within the south-west corner. The ramp is accessed via a roller door. In addition to the car spaces the roof is also occupied by 80 bicycle spaces and building services (AC units & cold water tank and pumps).

Restrictive covenant/easements

28. There are no restrictive covenants or easements shown on the Certificate of Title provided with the application.

Surrounding Land

29. The site is located within the Smith Street Activity Centre which is characterised by a variety of retail and commercial uses in many different building styles. The adjoining properties to the north-east, east and south are located within the same Commercial 1 Zone. Residential (Mixed Use) zones are located to the west and north-west (figure 6). Commercial activity is abundant within the precinct, with active ground floor shopfronts and offices/residences located on the upper floors.

Figure 6 - Zoning map of subject site and surrounds (Source: Vic Plan)

30. To the north, on the opposite side of Westgarth Street, are a number of commercial properties fronting both Smith Street and Westgarth Street. The buildings are occupied by a vet's clinic, restricted retail premises and a charity shop. To the north-west are dwellings located within a Neighbourhood Residential Zone (NRZ), approximately 20m from the subject site (figure 6).

31. To the east of Smith Street, are a number of residential and commercial businesses including a gym and other retail (shop) uses. The buildings vary in height between one and nine storeys.

32. To the south is Leicester Street, which is a one-way street with short term car parking along the northern side of the street. On the opposite side of the Street is Nos. 411-421 Smith Street and 180 Leicester Street. The site is occupied by a two-storey, late-Victorian brick building similar in style to the building on the subject site. This site is used as a retail (clothing shop).

33. To the west is a 3m wide laneway, beyond are a row of single storey dwellings (4 in total) to the north-west within a NRZ. There is also a single storey warehouse/photography shop located to the south-west within a MUZ. These properties all have frontages to Gore Street, with their rear boundaries facing the subject site/laneway. All dwellings have their secluded private open spaces located towards the rear, with a number of carport and garage structures constructed along the laneway.

34. All of the surrounding streets have short term (1P & 2P) on-street ticketed parking during normal business hours.

35. The site is serviced well by public transport with:

    (a) Tram services operating along Smith Street;

    (b) Bus services that operate along Alexandra Parade, 225m to the north-west;

    (c) Tram services operating along Brunswick Street, 452m to west of the site;

    (d) Bus services operating along Johnston Street, 435m to south of the site; and

    (e) Smith Street is frequented regularly by taxis / Uber type services being located within an Activity Centre and 3.5km from the CBD.

Planning Scheme Provisions

Zoning

Commercial 1 Zone

36. Pursuant to Clause 34.01-1 of the Yarra Planning Scheme (the 'Scheme'), a planning permit is required for the use of the land as a function centre (place of assembly).

37. Pursuant to Clause 62.02-2 of the Scheme a planning permit is not required for, "*the internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased and the number of dwellings is not increased*. As the proposed works do not increase the gross floor area, no permit is triggered for internal works.

Overlays

Heritage Overlay – Schedule 333 – Smith Street Precinct

38. Pursuant to Clause 43.01 of the Scheme, a planning permit is not required for the use as a function centre.

39. Pursuant to Clause 43.01-1 of the Scheme a planning permit is not required for internal works associated with the function centre.

    (a) Under schedule 333 of Clause 43.01 no internal alterations controls apply. Therefore, the proposed internal works are also exempted under Clause 62.02-2 as discussed above.

Environmental Audit Overlay

40. Pursuant to Clause 45.03-1 (Environment Significant Overlay) of the Scheme, "*before a sensitive use (residential use, child care centre, pre-school centre or primary school) commences or before the construction or carrying out of buildings and works in association with a sensitive use commences, either:*

    (a) *A certificate of environmental audit must be issued for the land in accordance with Part IXD of the Environment Protection Act 1970, or*

    (b) *An environmental auditor appointed under the Environment Protection Act 1970 must make a statement in accordance with Part IXD of that Act that the environmental conditions of the land are suitable for the sensitive use".*

41. As the proposed use is not a sensitive use, the above provision do not apply.

Special Building Overlay

42. The subject site is partially affected by the Special Building Overlay (SBO). Pursuant to Clause 44.05 of the Scheme, a planning permit is not required for the use as a function centre.

43. Pursuant to Clause 44.05-2 of the Scheme, a planning permit is not required for internal works associated with the function centre. Pursuant to Clause 62.02-2 of the Scheme a planning permit is not required for, "*the internal rearrangement of a building or works provided the gross floor area of the building, or the size of the works, is not increased and the number of dwellings is not increased*. As the proposed works do not increase the gross floor area, no permit is triggered for internal works.

Particular Provisions

Clause 52.06 – Car parking

44. Pursuant 52.06-2 of the Scheme states that before a new use commences, the number of car spaces required under Clause 52.06-5 must be provided on the land to the satisfaction of the Responsible Authority. Pursuant to Clause 52.06-5 the site is included in the Principal Public Transport Network Area under the Principal Public Transport Network Area Maps (State Government of Victoria, 2018) and therefore the car park rate under Column B (Table 1) applies.

45. Pursuant to Clause 52.06-2, the car parking spaces required under Clause 52.06-5 must be provided on the land. Clause 52.06-3 requires a planning permit to reduce the number of car parking spaces required under this clause. Pursuant to Clause 52.06-5, the car parking requirements for the proposed amendment are as follows:

Use	Statutory Requirement	On-site Provision	Reduction requested
Place of assembly (Function Centre), max 120 patrons	36 (0.3 to each patron permitted)	0	36
Total	36	0	36

46. Pursuant to Clause 52.06-3, a permit is required to reduce (including reduce to zero) the number of car spaces required under Clause 52.06-5.

General Provisions

Clause 65 – Decision guidelines

47. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

Clause 11.01-1S – Settlement

48. The objective of this clause is "*to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements".*

Clause 13.05-1S – Noise abatement

49. The relevant objective of this clause is *"To assist the control of noise effects on sensitive land uses".*

Clause 17.01-1S – Diversified employment

50. The objective of this clause is "*to strengthen and diversify the economy".*

Clause 17.02-1S – Business

51. The objective of this clause is "*to encourage development that meets the community's needs for retail, entertainment, office and other commercial services".*

Clause 18.01-1S – Land use and transport planning

52. The objective of this clause is *"to create a safe and sustainable transport system by integrating land use and transport".*

Clause 18.02-1S – Sustainable personal transport

53. The objective of this clause is "*to promote the use of sustainable personal transport".*

Clause 18.02-1R – Principal public transport network

54. The strategies for this clause are:

(a) *Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.*

Local Planning Policy Framework (LPPF)

Clause 21.04 – Land use

Clause 21.04-2 – Activity centres

55. Relevant objectives and strategies for this clause are:

(a) Increase the range of retail, personal and business services, community facilities, and recreation activities, within individual centres.

(b) Support land use change and development that contributes to the adaptation, redevelopment and economic growth of existing activity centres.

Clause 21.08-7 – Neighbourhoods (Fitzroy)

56. This clause sets out the locally specific implementation of the objectives and strategies for Yarra's neighbourhoods. The subject site is included in the Fitzroy area which is a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas, shopping precincts and commercial/industrial activities.

57. The subject site is located within the Smith Street Major Activity Centre.

(a) "The Smith Street major activity centre serves multiple roles for local residents whilst attracting visitors from a larger catchment. It is a classic main road strip generally consisting of buildings of two to four storeys interspersed with the occasional building of up to 6 storeys. The subdivision pattern is consistent, and the pattern of the streetscape is generally fine grain. Unlike many other Victorian shopping strips the street is also characterised by the variance in profile and design of buildings. It has a high proportion of individually significant heritage buildings, supported by contributory buildings from the Victorian-era and Edwardian-eras.

(b) The Activity centre has developed a strong factory outlet focus including a sports retail focus, at the north of the centre between Johnston Street and Alexandra Parade. Between Johnston Street and Gertrude Street the centre provides much of the convenience retailing for the surrounding neighbourhoods. The area also hosts a variety of restaurants and cafes. The southern precinct, south of Gertrude Street is home to an array of galleries and clothing stores".

Relevant Local Policies

Clause 22.05 – Interface Uses Policy

17. This policy applies to applications for use or development within Business Zones (amongst others). The relevant objectives of this clause are:

(a) *To ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity".*

18. It is the policy under this clause that:

(a) *New non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties.*

Advertising

60. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 472 letters sent to surrounding owners and occupiers and by three signs displayed on site. Council received 7 objections, the grounds of which are summarised as follows:

(a) Car parking;

(i) Insufficient on-street parking available;

(ii) Car parking report provided by applicant is inadequate.

(b) Excessive noise (patrons smoking outside, roller door, waste vehicles/collections);

(c) Excessive hours of operation (particularly until 11.00pm);

(d) Applicant's transparency in proposed hours of operation/centre operational details;

(e) Patrons smoking within the rear laneway creating litter and smell of cigarette smoke to adjoining residents;

(f) Possibility of extending the proposed hours of operation, number of functions and locations within the propose building where function can be held;

(g) Waste bins being placed on Westgrath Street;

61. As a result of COVID-19 (Coronavirus) restrictions, no consultation meeting was held.

Referrals

62. The referral comments are based on the advertised plans. Additional comments have also been obtained from Council's Acoustic Consultant on the amended acoustic report and Council's City Works Unit on the amended Waste Management Plan, both received on the 10 June 2020, post advertising.

External Referrals

63. The application was not required to be externally referred.

Internal Referrals

64. The application was referred to the following units within Council:

(a) Engineering Services (traffic);

(b) City Works Unit (waste).

65. Referral comments have been included as attachments to this report.

OFFICER ASSESSMENT

19. The primary considerations for this application are as follows:

(a) Use;

(b) Car parking; and

(c) Objector concerns;

Use

66. Pursuant to Clause 34.01-1 of the Scheme, a planning permit is required to use the land as a place of assembly (function centre) within a C1Z. Pursuant to Clause 34.01-8, the Responsible Authority must consider (where relevant):

(a) The effect that existing uses may have on the proposed use;

(b) The availability of and connection to services;

(c) The effect of traffic to be generated on roads;

(d) The interim use of those parts of the land not required for the proposed use.

67. In addition, it is an objective under clause 22.05 of the Scheme, "*to ensure that residential uses located within or near commercial centres or near industrial uses enjoy a reasonable level of amenity*". Policy under Clause 22.05 further states that, "*new non-residential use and development within Business and Mixed Use and Industrial Zones are designed to minimise noise and visual amenity impacts upon nearby, existing residential properties*". The following is an assessment against the relevant impacts identified under the C1Z and Clause 22.05 guidelines.

68. It is proposed to use two sections of the existing building's foyer on the ground floor (figure 2) for the purpose of holding temporary events and functions. The spaces will cater for a range of corporate events, for example; workshops, training, product lunches, network events and seminars. The proposed 120 patron capacity across the two areas (i.e. 310sqm) is considered an appropriate capacity for the space i.e. 1 patron per 2.58sqm. While the function areas will be available for external bookings, it is expected that they will be used primarily by existing office tenants. Therefore, the proposed function centre is unlikely to have a noticeable additional impact upon existing infrastructure, including car parking availability, as will be discussed later in this report.

69. The proposed hours of operation are between 9.00am and 11.00pm, with events lasting for a maximum of 1 - 2 hours and will occur a maximum of three times a week. The proposed hours are considered acceptable given the Activity Centre context of the site and typical of many function centres. To ensure no more than three events per week occur, a condition will be included for a log book to be kept on site and for it to be available for inspection by Council officers upon request.

70. The main entrance to the building is via Smith Street, which, given its location within an Activity Centre and distance from residential zones, is unlikely to result in offsite amenity impacts. Furthermore, given the function centre use is central to the building, it is also unlikely that there will be any queueing along Smith Street. There is a secondary access point into the building via the rear laneway (clouded blue in Figure 8 below). This is poorly lit and has an interface with a residential zone. Use of this access point by patrons for entry, exit or as a smoking area is not supported as it presents both safety and amenity concerns to the residential interface. To ensure that the laneway access is not used by patrons of the function centre, a condition will be included for this exit into the lane to only be used in emergencies. If patrons are wishing to smoke, they can do so along Smith Street, where there is passive surveillance and limited amenity impacts.

Figure 7 - Rear exit along laneway

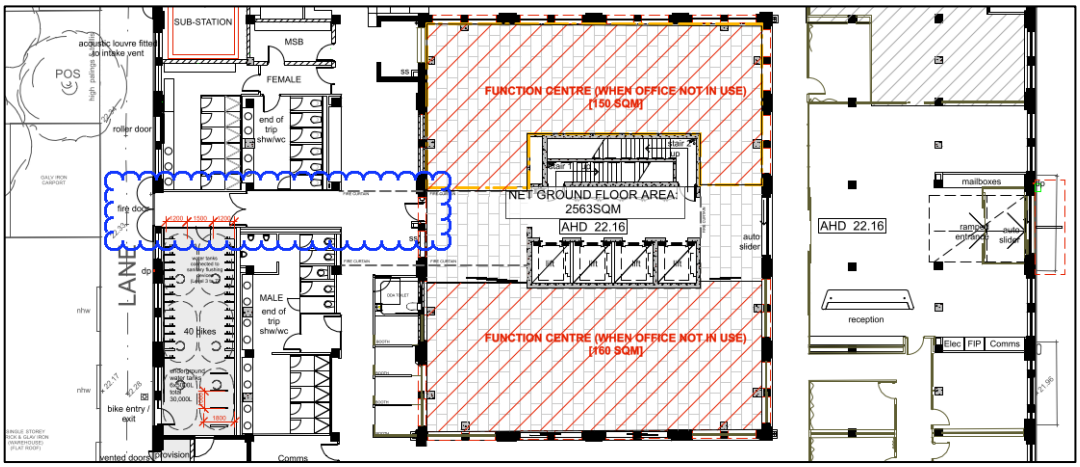


Figure 8 - Ground floor plan

71. With respect to the effect on the existing uses within the site, the function centre is to be separated via glass walls which are proposed and existing to the first floor. The applicant has indicated that the function centre is to be used when the offices are not in use. Internal dividing glass doors are to be installed which will provide a barrier between both uses and protect the office employees from the associated noise impacts (i.e. patron noise or background music). Glazing is already installed to the first floor (figures 3 and 4) which provide existing protection.

However, if events are to occur during office hours, it is expected that any adverse impacts could be adequately managed at the time by the building manager and/or event manager.

72. An event manager will be present at all times when a function is occurring and will primarily be responsible for patron management. For after-hours events, security will be hired and present on site in addition to the event manager. This will ensure that there is adequate supervision on site to reduce the risk of any anti-social behavior. Conditions are recommended on any permit that issues to include these venue management requirements.

73. The existing restaurant (Mr. Huxley) within the building will likely service the proposed function centre (where food is required). Should external catering be requested, the caterer will be responsible for the service of food and liquor under the supervision of the Event Manager.

74. The applicant has confirmed that depending on the event, alcohol may be served under a limited liquor licence. Pursuant to Clause 52.27 of the Scheme, no planning permit is required for a limited liquor licence. The applicant/owner will however require permission from the Victorian Commission for Gambling and Liquor Regulation (VCGLR) for the sale and consumption of liquor under a limited licence.

75. During events, the applicant has stated that recorded background music may be played. To ensure that music levels do not exceed background levels at any time when the venue is in operation, a condition will be included for only background music to be played. Given the location of both spaces being internal to the building's foyer and the restriction of only background music, it is considered that excessive noise would not likely emanate from the site.

76. Additional protection will also be provided by way of condition requiring the applicant to meet the State Environment Protection Policy SEPP N-2 (Control of Music Noise from Public Premises).

77. A bin storage room is provided in the north-west corner of the building, adjacent to the loading bay off Westgarth Street and accessed via a roller door. A waste management plan (WMP), prepared by Leigh Design and dated 14 July 2020, has been submitted. The WMP takes into account both existing uses (offices and restaurant) and the proposed function centre.

78. The WMP states that the building will utilise five, 1,100L General Waste Bins, four 1,100L Recycling Bins, five Secure paper bins and an area for hard/other waste. Collection times for the bins will be 3 times per week by a private waste contractor. The report states the bins will be collected at the loading bay and will not be left on public area at any time.

79. The WMP has been referred to Council's City Works Unit (waste) who have stated that the waste management plan for 423-425 Smith Street, Fitzroy authored by Leigh Design and dated 14/7/20 is not satisfactory from a City Works Branch's perspective. The following concerns have been identified:

    (a) The size of the bin storage area must be provided in M^2, this is to ensure enough space is allocated to form an effective waste system;

    (b) Food waste diversion should be included as a requirement.

80. Both of the above concerns can be addressed via a condition of the permit.

81. The WMP does not take into account the approved offices approved under planning permit PLN16/0843. It is considered that the additional waste generated can be stored on site. This can be achieved by using the existing waste storage area and altering the frequency of collections or extending the waste storage area internally which will not trigger a planning permit. A condition will be included for an updated WMP to be submitted which takes into account the alternative situation in the event that the land is redeveloped with the office development approved under planning permit PLN16/0843.

20. In addition, a standard condition will be included with respect to the emptying of bottles into bins will not occur after 10pm on any day, before 7am Monday to Saturday, or before 9am on a Sunday or Public Holiday.

21. A further standard condition will also be included stating that deliveries and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

Car parking

82. Pursuant to Clause 52.06 of the Scheme, the use as a function centre (place of assembly), with a maximum of 120 patrons generates a car parking demand of 36 car space. Although the subject site has provision for 74 car spaces on the roof, none are to be allocated to the function centre. Therefore requiring a full reduction of 36 car space.

83. As discussed earlier in this report, planning permit PLN16/0843 was approved in October 2017 for the construction of five additional levels of office space (total 8 storeys). The existing 74 car parking spaces on the roof will be retained within level 2 of the new building. No additional parking is to be provided for the function centre in this future situation either.

84. A traffic report prepared by TTM Consulting has been provided by the applicant. The report provides a review of the existing site conditions and surrounds, the proposal and an assessment against Clause 52.06 of the Scheme.

85. As discussed earlier in this report, the subject site is in close proximity to public transport services including:

    (a) Tram services operating along Smith Street;

    (b) Bus services that operate along Alexandra Parade, 225m to the north-west;

    (c) Tram services operating along Brunswick Street, 452m to west of the site;

    (d) Bus services operating along Johnston Street, 435m to south of the site; and

    (e) Smith Street is frequented regularly by taxis / Uber type services being located within a Major Activity Centre and 3.5km from the CBD.

86. There are a number of short term car parking spaces within the immediate area. The TTM traffic report conducted a parking survey of the surrounding area on Tuesday, 17 March 2020. The survey area included sections of Smith Street, Gore Street, Cecil Street, Westgarth Street, Mater Street, Leicester Street, Hotham Street and Rose Street (figure 9). An inventory of 132 and 158 spaces were identified within the survey area. The results of the survey indicate that the peak occupancy occurred at 1pm with 42% of spaces occupied or 85 vacant spaces.

Figure 9 - On-street parking survey area (Source: TTM Consulting report)

87. Concerns have been raised with accuracy of the survey with respect to the timing corresponding with the travel restrictions imposed in response to the pandemic. However, upon review of the timeline, it was identified that these restriction did not come into effect until 23 March 2020, with the survey carried out 6 days earlier. Therefore, it is considered that the survey results are an accurate representation of the existing conditions. Council's Traffic Engineers have also raised no objection to the timing of this survey.

88. Car parking associated with the function centre is essentially short-stay parking for patrons and long-stay parking for staff. As there are no on-site car spaces provided, the site's parking short-fall would be accommodated off-site (in the surrounding road network or any off-street car park).

89. Council's Engineering Department have reviewed the proposal and have no objection to the waiver of on-site parking provision for this site. Referral comments have identified that in similar use applications within Collingwood and Fitzroy, a number of developments have been approved with reduced or no on-site parking. Given this context, the referral advice states that, "*Patrons to the site would be fully aware with the lack of on-street parking in the surrounding area. The site's proximity to public transport services would encourage some patrons to commute to and from the site by sustainable transportation modes such as catching public transport, riding a bicycle or walking*."

90. In addition, Council Traffic Engineers have stated, "*the proposed development is considered to be in line with the objectives contained in Council's Strategic Transport Statement. The site is ideally located with regard to sustainable transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use*".

91. Based on the above assessment a car parking reduction is considered acceptable for the following reasons:

    (a) The subject site has excellent access to public transport (as discussed in paragraph 85).

    (b) The venue will most likely be used by the office users within the host building and catered by the existing restaurant on site. Therefore, a large portion of the attendees and staff at the event will have already utilised the existing 74 on-site car parking spaces located on the roof or the future 74 spaces upon redevelopment of the site.

    (c) The subject site is located within an Activity Centre where multi-purpose trips are likely.

    (d) The parking survey undertaken by TTM indicate that there is sufficient on-street car parking.

    (e) Planning policy under Clause 21.06 supports provision of less car parking in activity centres and within the PPTN area and seeks to reduce the reliance on the private motor car.

    (f) For external groups attending the venue, the restricted parking and high turnover of car spaces in the area provides a level of protection as to the availability of on-street car parking for existing residents/business. The high turnover of spaces should ensure that there are some car spaces available throughout the day. Furthermore, given the lack of long term parking, it is unlikely staff will drive to the site.

92. It is considered that taking into account the type of use, peak parking demand and availability of parking both on-site and on-street, the generation of multi-trip patrons and the proximity to public transport there is sufficient car parking provided.

Objector concerns

93. The majority of the issues raised by the objectors have been addressed within the body of this report, as follows:

    (a) Car parking;

        Paragraphs 82 to 92

(b) Excessive hours of operation (particularly until 11.00pm);

Paragraph 69

(c) Excessive noise (patrons smoking outside, roller door, waste vehicles/collections);

Paragraphs 70, 75 and 76

94. Outstanding concerns raised by the objectors are discussed below:

(a) Applicant's transparency in proposed hours of operation/centre operational details;

The applicant has provided the full details of the venue's operation. These details are identified within paragraphs 17 to 21 of this report. These details will be included as conditions of the permit and are enforceable.

(b) Patrons smoking within the rear laneway creating litter and smell of cigarette smoke to adjoining residents;

As discussed within this report, access to the function centre by patrons will be restricted to Smith Street only. A condition will be included for the rear exit to be only used in emergencies (paragraph 70).

(c) Possibility of extending the proposed hours of operation, number of functions and locations within the propose building where function can be held;

Any alterations to the permitted operation of the function centre will be subject to a future amendment to the planning permit (if one is to issue) pursuant to Section 72 of the *Planning and Environment Act 1987*. As discussed above, the operation details as outlined in paragraphs 17-21 will be a condition of the permit and any breaches will be subject to possible enforcement proceedings.

(d) Waste bins being placed on Westgarth Street;

The WMP specifies that waste associated with the function centre will be collected within the loading bay and not along Westgarth Street.

Conclusion

95. Based on the above report, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

RECOMMENDATION

That the Planning Decisions Committee resolves to issue a Notice of Decision to Grant a planning permit PLN20/0231 for the partial use of the land as a function centre and a reduction in the statutory car parking requirement at 423-425 Smith Street, Fitzroy, generally in accordance with the plans and reports noted previously as the "decision plans" and subject to the following conditions:

1. The function centre use as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

2. Before the function centre use approved by this permit commences, an amended Waste Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Waste Management Plan will be endorsed and will form part of this permit. The amended Waste Management Plan must be generally in accordance with the Waste Management Plan prepared by Leigh Design and dated 14 July 2020, but modified to include:

   (a) The size of the bin storage area provided in square metres.
   (b) Details of all food waste diversion measures.
   (c) An alternative scenario for waste management in the event that the site is redeveloped in accordance with Planning Permit PLN16/0843.

3. The provisions, recommendations and requirements of the endorsed Waste Management Plan must be implemented and complied with to the satisfaction of the Responsible Authority.

4. No more than 120 patrons are permitted on the land at any one time in associated with the function centre use approved by this permit.

5. Except with the prior written consent of the Responsible Authority, the use authorised by this permit may only operate Monday to Sunday, between the hours of 9.00am and 11.00pm.

6. An event manager must be present on site at all times when a function is taking place.

7. Security must be present on site for all after-hours events i.e. between the hours of 5.00pm to 11.00pm.

8. A maximum of 3 functions may take place within a 1 week period. A log book of all functions must be kept on site and available for inspection by Council officers upon request.

9. Function are to last a maximum of 2 hours, unless with the prior written consent of the Responsible Authority.

10. The fire door exit along the rear (laneway) interface must only be used in cases of emergencies.

11. The amenity of the area must not be detrimentally affected by the use, including through:

    (a) The transport of materials, goods or commodities to or from land;
    (b) The appearance of any buildings, works or materials;
    (c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or;
    (d) The presence of vermin.

    To the satisfaction of the Responsible Authority.

12. The use must comply at all times with the State Environment Protection Policy – Control of Music Noise from Public Premises (SEPP N-2).

13. The provision of music and entertainment on the land must be at a background noise level.

14. Speakers external to the building must not be erected or used.

15. Emptying of bottles and cans into bins may only occur between 7am and 10pm on Monday to Saturday or after 9am on a Sunday or public holiday.

16. Delivery and collection of goods to and from the land may only occur between 7am and 10pm Monday to Saturday, or after 9am on a Sunday or public holiday except for those allowed under any relevant local law.

17. This permit will expire if:

    (a) The use is not commenced within two years from the date of this permit; or
    (b) The use is discontinued for a period of two years;

    The Responsible Authority may extend the period referred to if a request is made in writing before the permit expires or within six months afterwards for commencement.

NOTES:

A building permit may be required before development is commenced. Please contact Council's Building Department on Ph. 9205 5555 to confirm.

The site is subject to a Heritage Overlay. A planning permit may be required for any further external works.

All future business *(whether as owners, lessees/tenants, occupiers)* within the development approved under this permit, will not be permitted to obtain business parking permits.

Attachments

1 PLN20 0231 - 423 - 425 Smith Street Fitzroy - Site Plan

2 PLN20 0231 - 423 - 425 Smith Street Fitzroy - Advertised Plans

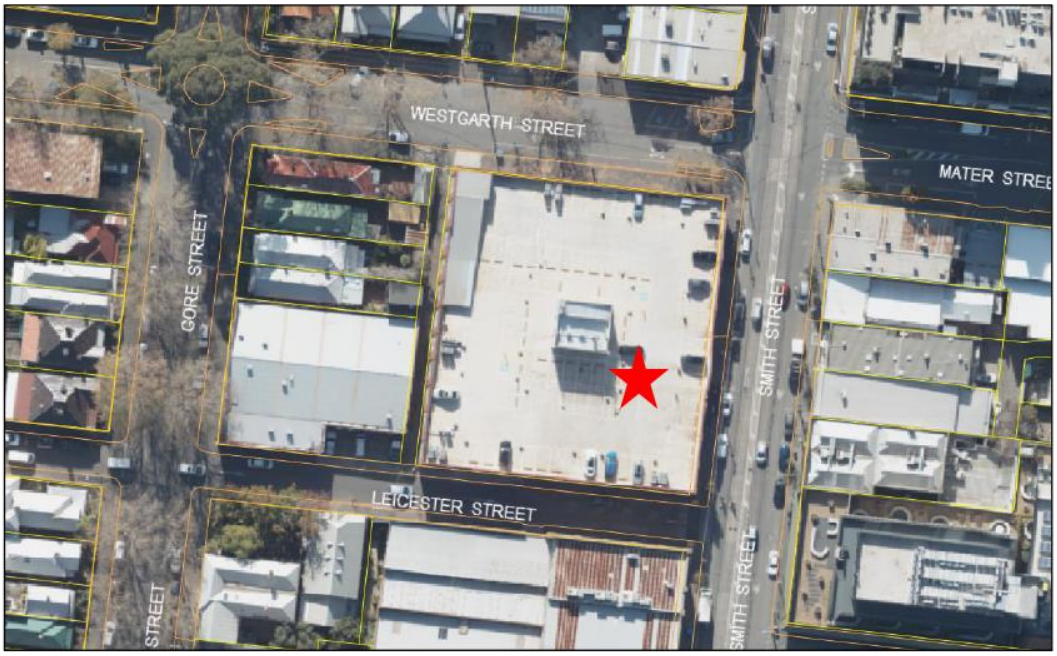
3 PLN20 0231 - 423 - 425 Smith Street Fitzroy - Engineering Referral Advice

4 PLN20 0231 - 423 - 425 Smith Street Fitzroy - Waste Referral Advice

Attachment 1 - PLN20 0231 - 423 - 425 Smith Street Fitzroy - Site Plan

ATTACHMENT 1

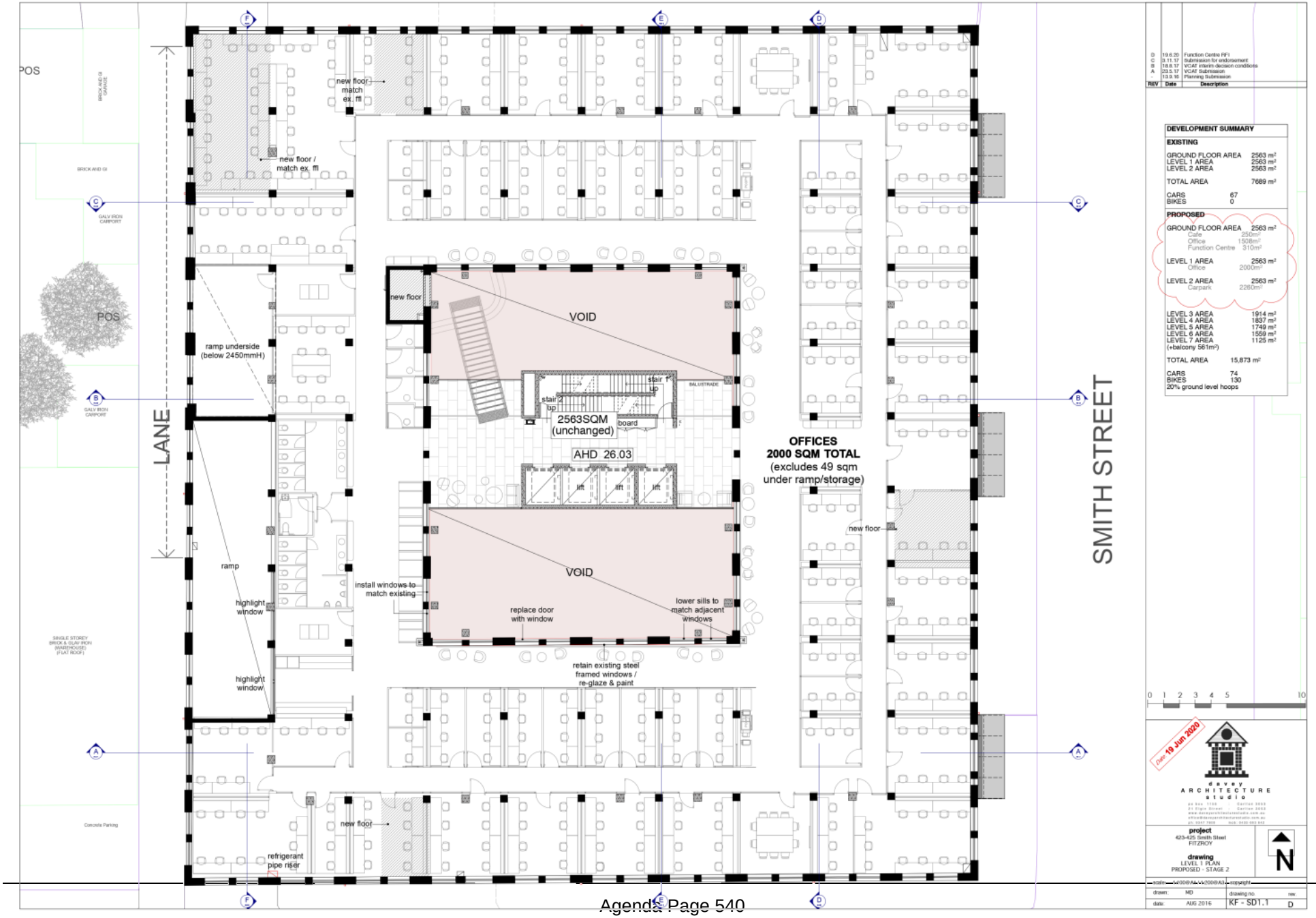
SUBJECT LAND: 423-425 Smith Street, Fitzroy



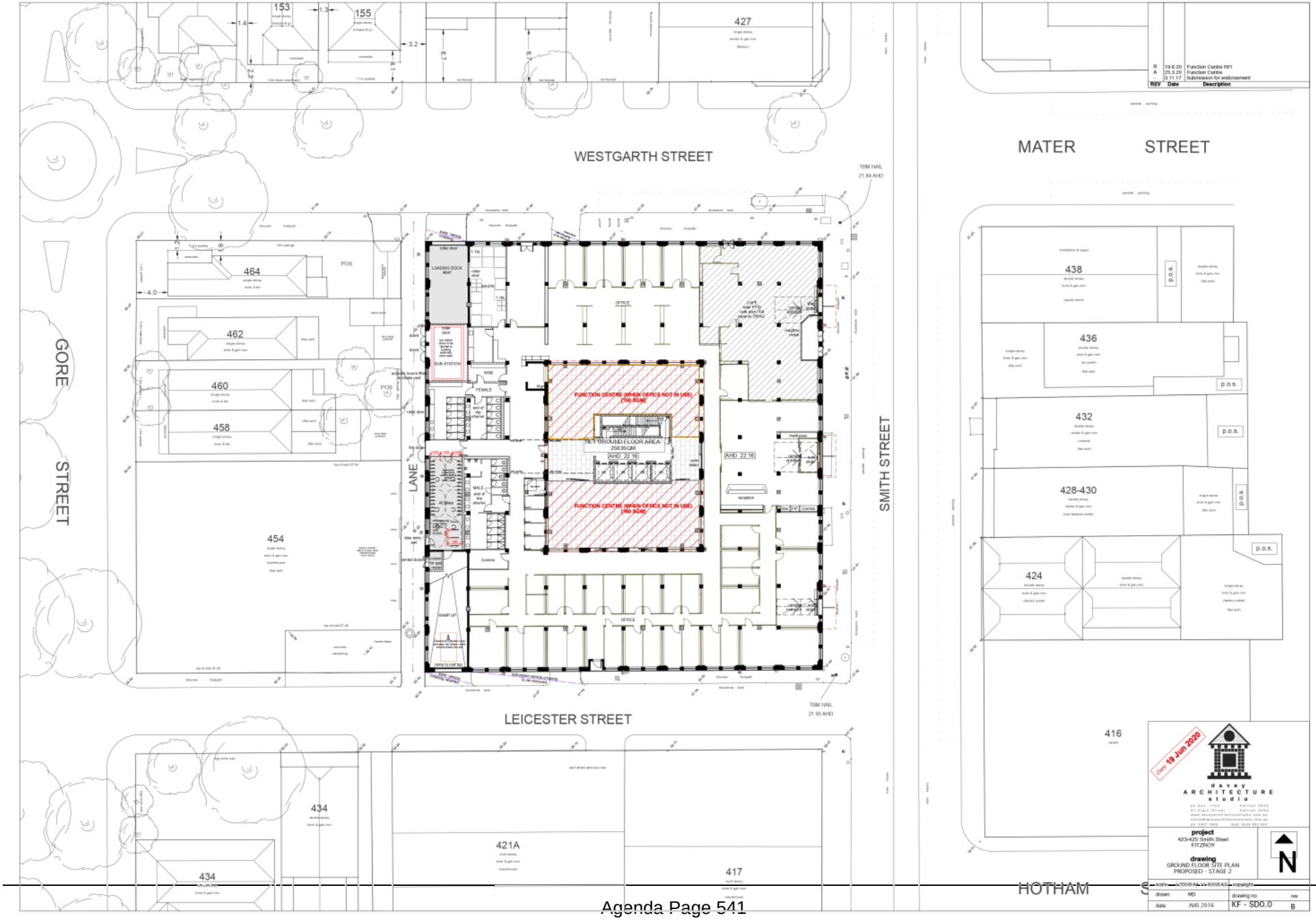
North

Subject Site

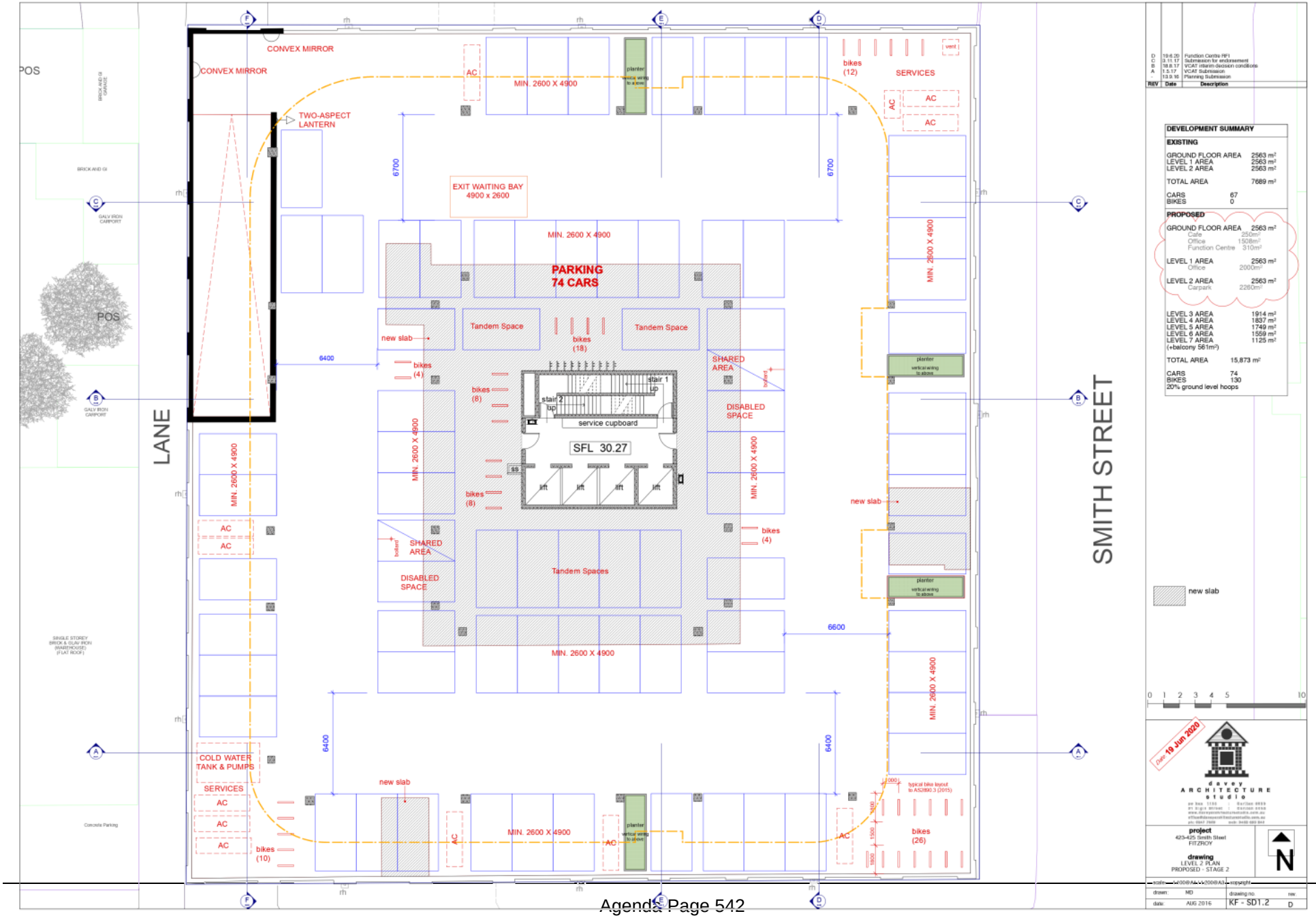
Attachment 2 - PLN20 0231 - 423 - 425 Smith Street Fitzroy - Advertised Plans



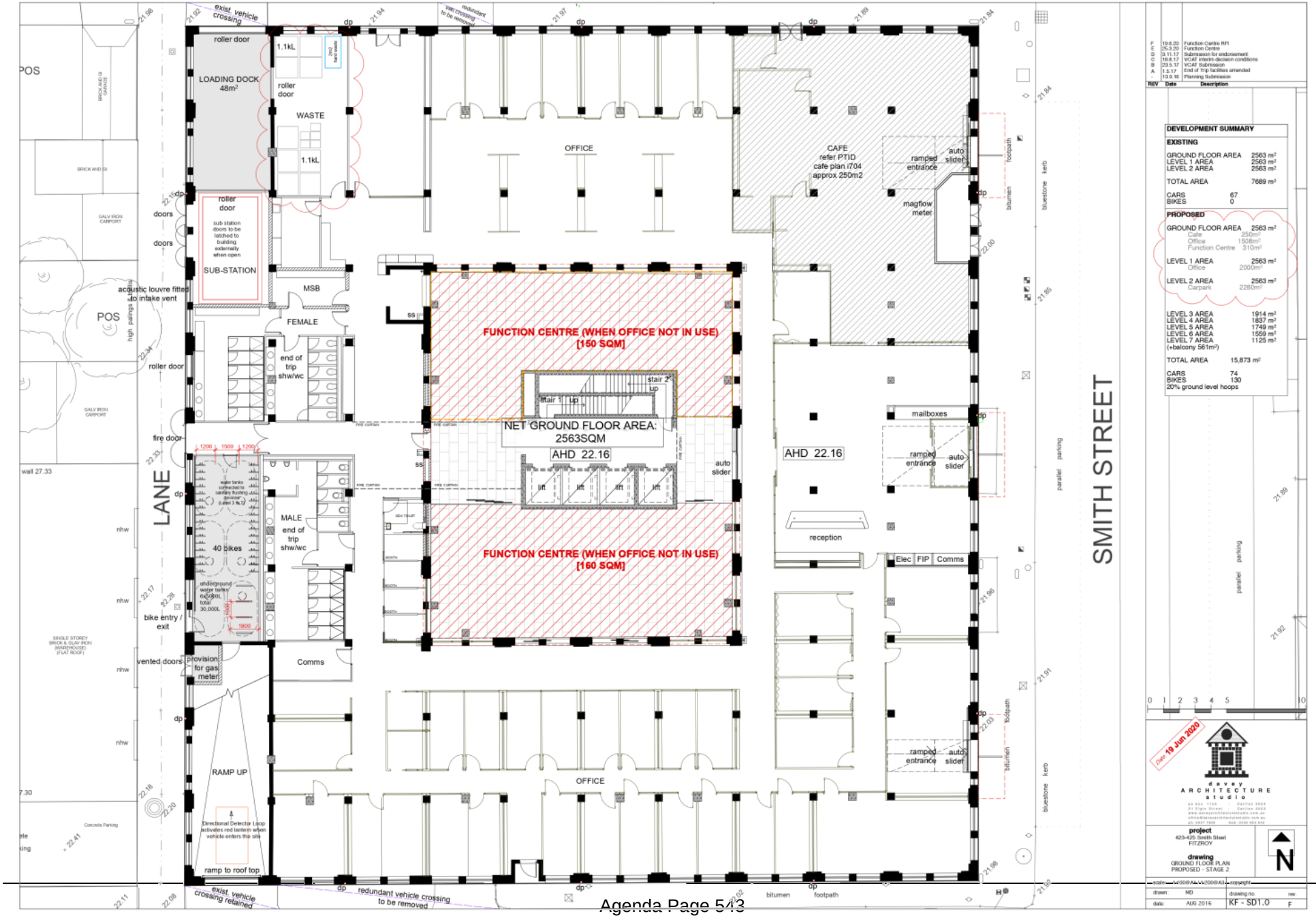
Attachment 2 - PLN20 0231 - 423 - 425 Smith Street Fitzroy - Advertised Plans



Attachment 2 - PLN20 0231 - 423 - 425 Smith Street Fitzroy - Advertised Plans



Attachment 2 - PLN20 0231 - 423 - 425 Smith Street Fitzroy - Advertised Plans



Attachment 3 - PLN20 0231 - 423 - 425 Smith Street Fitzroy - Engineering Referral Advice

CITY OF YARRA

MEMO

To: Gary O'Reilly

From: Artemis Bacani/Daniel Chila

Date: 9 September 2020

Subject: **Application No:** PLN20/0231
Description: Full Reduction of Car Parking for Function Centre
Site Address: 423-425 Smith Street Fitzroy

I refer to the above Planning Application received on 19 August 2020 in relation to the proposed development at 423-425 Smith Street, Fitzroy. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
TTM Consulting	*Traffic Assessment Report*		18 June 2020

CAR PARKING PROVISION
Proposed Development
Under the provisions of Clause 52.06-5 of the Yarra Planning Scheme, the development's parking requirements are as follows:

Proposed Use	Quantity/ Size	Statutory Parking Rate*	No. of Spaces Required	No. of Spaces Allocated
Place of Assembly (Function Centre)	120 patrons	0.3 to each patron permitted	36	0

* Since the site is located within the Principal Public Transport Network Area, the parking rates in Column B of Clause 52.06-5 now apply.

A full reduction in the car parking requirement is being sought by the applicant.

To reduce the number of car parking spaces required under Clause 52.06-5 (including to reduce to zero spaces), the application for the car parking reduction must be accompanied by a Car Parking Demand Assessment.

Car Parking Demand Assessment
In reducing the number of parking spaces required for the proposed development, the Car Parking Demand Assessment would assess the following:

- *Parking Demand for the Place of Assembly*.
  Car parking associated with a place of assembly is essentially short-stay parking for patrons and long-stay parking for staff. As there are no on-site car spaces provided for the place of assembly, the site's parking short-fall would be accommodated off-site (in the surrounding road network or any off-street car park).

In Fitzroy/Collingwood, a number of developments have been approved with reduced or no on-site parking, as shown in the following table:

Development Site	Approved Place of Assembly Parking Rate
Fitzroy	
395-397 Gore Street PLN16/0281 issued 10 October 2017	No on-site spaces, 60 patrons
Collingwood	
52 Budd Street PLN16/1122 issued 30 May 2017	No on-site spaces, 100 patrons
32-36 Smith Street PLN17/0558 issued 11 October 2017	4 on-site spaces, 40 patrons

Patrons to the site would be fully aware with the lack of on-street parking in the surrounding area. The site's proximity to public transport services would encourage some patrons to commute to and from the site by sustainable transportation modes such as catching public transport, riding a bicycle or walking.

- *Availability of Public Transport in the Locality of the Land*.
  The following public transport services can be accessed to and from the site by foot:
  - Smith Street trams – 100 metre walk
  - Alexandra Parade buses – 160 metre walk
  - Johnston Street buses – 340 metre walk
  - Brunswick Street trams – 500 metre walk

- *Multi-Purpose Trips within the Area*.
  Patrons to the place of assembly could combine their visit by engaging in other activities or business whilst in the area.

- *Convenience of Pedestrian and Cyclist Access*.
  Being located within an activity centre, the development has excellent pedestrian accessibility and exposure. The site also has excellent access to the principle on-road bicycle network.

Appropriateness of Providing Fewer Spaces than the Likely Parking Demand
Clause 52.06 lists a number of considerations for deciding whether the required number of spaces should be reduced. For the subject site, the following considerations are as follows:

- *Availability of Car Parking*.
  TTM Consulting had conducted parking utilisation surveys in the surrounding area on Tuesday 17 March 2020 at 10am, 1pm, 5pm and 8pm. The survey area included sections of Smith Street, Gore Street, Cecil Street, Westgarth Street, Mater Street, Leicester Street, Hotham Street and Rose Street. An inventory of 132 and 158 spaces were identified within the survey area. The results of the survey indicate that the peak occupancy occurred at 1pm with 42% of spaces occupied or 85 vacant spaces. We are satisfied that any short-fall of parking associated with the place assembly can be accommodated in the surrounding streets.

- *Relevant Local Policy or Incorporated Document*.
  The proposed development is considered to be in line with the objectives contained in Council's *Strategic Transport Statement*. The site is ideally located with regard to sustainable

transport alternatives and the reduced provision of on-site car parking would potentially discourage private motor vehicle ownership and use.

Adequacy of Car Parking
From a traffic engineering perspective, the full wavier of parking associated with the site is considered appropriate in the context of the development and the surrounding area.

The Civil Engineering unit has no objection to the full wavier in the car parking requirement for this site.

Attachment 4 - PLN20 0231 - 423 - 425 Smith Street Fitzroy - Waste Referral Advice

Waste Referral – 423-425 Smith Street, Fitzroy – PLN20/0231

26 November 2020

The waste management plan for 423-425 Smith Street, Fitzroy authored by Leigh Design and dated 14/7/20 is not satisfactory from a City Works Branch's perspective.

Issues to be rectified include, but may not be limited to the following:

1. The size of the bin storage area must be provided in M^2, this is to ensure enough space is allocated to form an effective waste system.
2. Food waste diversion should be included as a requirement

6.7 PLN20/0365 - 447A Brunswick Street & Common Property of 445 - 447 Brunswick Street Fitzroy - Part demolition, buildings and works associated with the creation of a dwelling at first floor (permit not required for use).

Executive Summary

Purpose

1. This report provides an assessment of Part demolition, buildings and works associated with the creation of a dwelling at first floor (permit not required for use) at 447A Brunswick Street & Common Property of 445 - 447 Brunswick Street, Fitzroy.

Key Planning Considerations

2. Key planning considerations include:

   (a) Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay;
   (b) Clause 22.05 – Interface Uses Policy;
   (c) Clause 34.02 – Commercial 1 Zone;
   (d) Clause 53.06 – Live music and entertainment noise; and
   (e) Clause 55 – Two or more dwellings on a lot and residential buildings.

Key Issues

3. The key issues for Council in considering the proposal relate to:

   (a) Commercial 1 Zone and DDO2;
   (b) Interface with Live music, entertainment or licenced venues;
   (c) Heritage;
   (d) Clause 55, including impacts of the proposal on common property;
   (e) Special Building Overlay considerations; and
   (f) Objector concerns.

Submissions Received

4. Six (6) objections were received to the application, these can be summarised as:

   (a) Off-site amenity impacts (overlooking and loss of daylight);
   (b) Restriction of surrounding commercial uses;
   (c) Insufficient noise attenuation
   (d) Insufficient access to waste storage for dwelling;
   (e) Lack of owners corporation approval; and
   (f) Structural concerns.

5. In addition the application has been called up to PDC by Councillor Stephen Jolly.

Conclusion

6. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported subject to conditions ensuring that the site does not impinge upon existing live music entertainment venues in the surrounds.

CONTACT OFFICER: **Jacob Martin**
TITLE: **Statutory Planner**
TEL: **9205 5018**

6.7 PLN20/0365 - 447A Brunswick Street & Common Property of 445 - 447 Brunswick Street Fitzroy - Part demolition, buildings and works associated with the creation of a dwelling at first floor (permit not required for use).

Reference	D20/160282
Author	Jacob Martin - Statutory Planner
Authoriser	Co-Ordinator Statutory Planning

Ward:	Nicholls Ward
Proposal:	Part demolition, buildings and works associated with the creation of a dwelling at first floor (permit not required for use).
Existing use:	Office
Applicant:	Harmonic Design
Zoning / Overlays:	Commercial 1 Zone (C1Z) Design and Development Overlay (DDO2) Special Building Overlay (SBO) Heritage Overlay (HO331)
Date of Application:	3 June 2020
Application Number:	PLN20/0365

Planning History

1. Planning Permit No. 4712 was granted 6 January 1988 *to install new shopfront at No. 445 Brunswick Street, Fitzroy and to use the ground floor of Nos. 445-447 for the purpose of a pharmacy and consulting room and the first floor for the purpose of an office in accordance with the attached endorsed plans.*

2. Planning Permit No. 1986 was granted 23 June 1992 *to alter the rear of the building.*

3. Planning Permit No. 1820 was granted 22 April 1992 *to construct alterations to the building and use premises for medical consulting room/office.*

The Proposal

4. The application is for part demolition, buildings and works associated with the creation of a dwelling at first floor (permit not required for use). Further details of the proposal are as follows:

   Demolition
   (a) The ground floor gate to Brunswick Street (within common property).
   (b) Internal walls (no permit required).
   (c) External walls / window surrounds at the rear first floor.

   Development
   (a) Internal reconfiguration of the first floor to enable use of a dwelling inclusive of an open-plan office/ kitchen area, single bedroom and WC's.
   (b) A ground floor entry door to Brunswick Street in place of demolished gate, including two integrated letterboxes, a street number and modification of the existing panel over.
   (c) A first floor deck within common property in the space between the proposed bedroom and WC's, including the following characteristics:
      (i) 4.7m long, 2.7m wide, 13.5sqm in area.
      (ii) 1.7m high, 25% transparent screening along its western side.

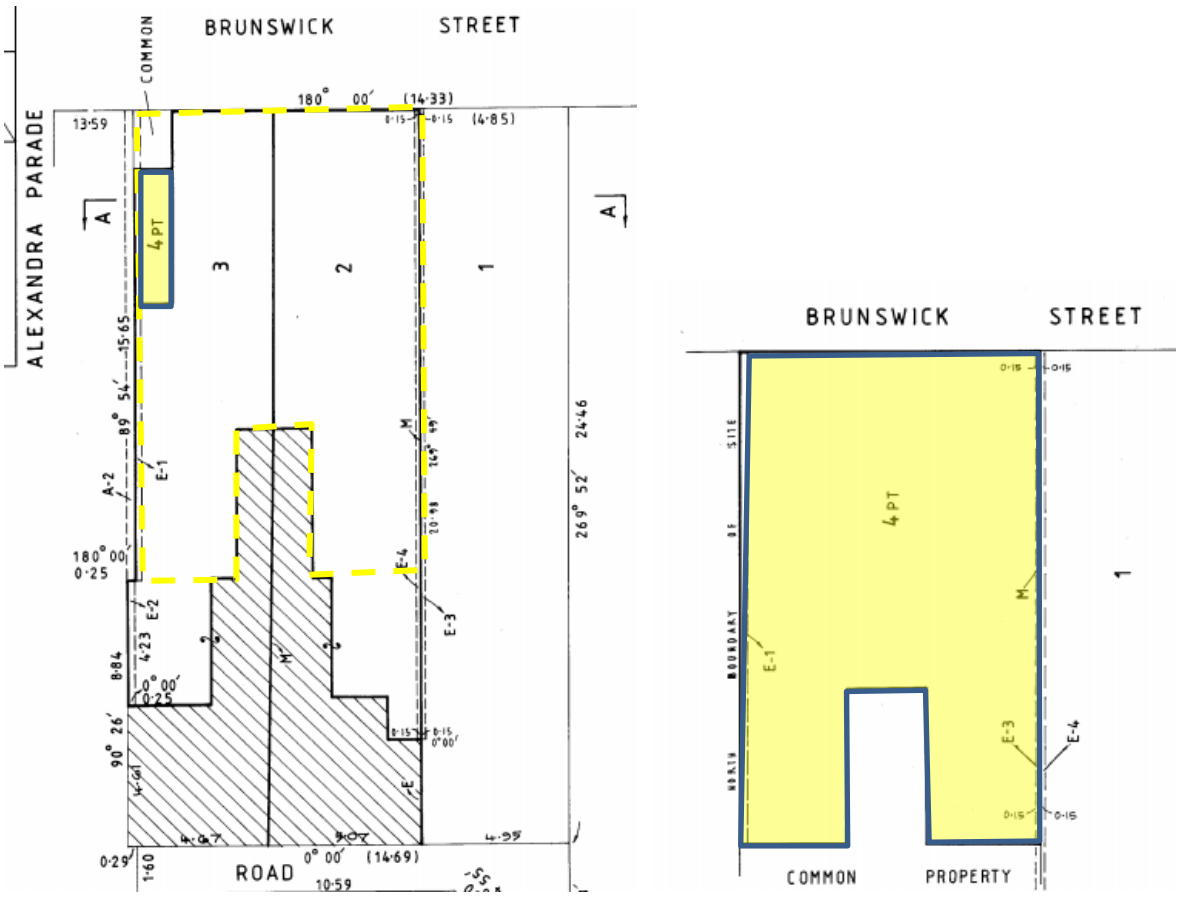
(iii) A floor level of 3.55m above ground.

(d) Doors to proposed deck in area of demolition to first floor walls.

Existing Conditions

Subject Site

5. The site is located on the west side of Brunswick Street in Fitzroy, approx. 30m south of the intersection of Brunswick Street and Alexandra Parade. The site is made up of Lot 4 (i.e. No. 447A Brunswick) and the common property of Plan of Subdivision 302072R. Refer to image of the Plan of Subdivision identifying the site below:



Plan of Subdivision. Ground floor (left) and first floor (right). Subject site yellow

No. 447A Brunswick Street

6. At first floor the site is U-shaped, with the eastern side of the U being 14.33m wide along the Brunswick Street frontage and extending to the rear for a length of approx. 15.7m. At ground floor the site includes an area comprising a staircase accessed via common property immediately adjacent Brunswick Street, which provides access to the first floor above.

Common Property

7. A small parcel of common property is located between the end of the staircase to No. 447A and Brunswick Street itself. This common property also provides pedestrian access to Lot 3 (447 Brunswick Street). The purpose of this common property is principally to provide pedestrian access to 447 and 447a Brunswick Street.

8. Common property is also located at the rear of the site, in an open area at ground and first floor, including the 'inside' (light court) area of the U-shape first floor area of No. 447A.

9. The overall building which the subject site is within is part of a row of similar two-storey Victorian-era commercial buildings. The ground floor is comprised of two highly glazed commercial shopfronts, a pharmacy to the south and a vacant commercial use the north. Based on historical photos of the site and the 'existing conditions' plans provided with the application, this northern tenancy has historically been used for storage associated with the pharmacy. This has resulted in a 'central' door to the pharmacy, with a secondary door along the north side of the building which provides access to 447A Brunswick Street first floor area above. At the rear is a ground floor service area which is shown on the title and plans as being accessed by an unnamed laneway at the rear. However, inspection of the site (and Council's aerial imagery) reveals that this laneway has been constructed over and is inaccessible by the public.

Subject site from Brunswick Street, highlighted yellow dashed.

Title

10. The titles submitted with the application do not show any easements of relevance to the currently considered application and do not include any restrictive covenants on the land. The party wall easements delineated on the title plan will not be affected by the proposal.

Surrounding Land

11. The site is located within the Brunswick Street Major Activity Centre. A mixture of uses, including residential, retail, office and food and drink premises surround the site. The site is proximate to both Alexandra Parade - which is a declared Arterial Road (named Highway) by the Department of Transport (VicRoads) as well as Brunswick Street, which is a busy collector road hosting both tram and vehicle traffic.

12. North of the site is an attached two-storey Victorian shop similar to that at the subject site with contemporary glazed ground floor. The site is vacant but formerly occupied by a dentist (medical centre) use. Further north is a shop which fronts the corner of Brunswick Street and Alexandra Parade. At the rear of this corner site is a café which benefits from an on-premises liquor license approved under Planning Permit PLN10/0794.

13. The section of Brunswick Street which is opposite the subject site to the east comprises a large single level retail building (Swimwear Galore) and the Royal Derby Hotel at the corner of Brunswick Street and Alexandra Parade. The Royal Derby Hotel is a licensed venue and includes a bar, accommodation and live music elements. The existing liquor license (No. 31912682) allows for the consumption of liquor on the premises:

Sunday	10.00am – 11.00pm
Good Friday	12.00 noon – 11.00pm

ANZAC Day	12.00 noon – 11.00pm
On any other day	7.00am – 1.00am the following day except for the morning of Good Friday.

Furthermore, this license allows for live music to be provided subject to varying conditions. Consumption of liquor associated with or ancillary to entertainment is permitted *on any morning other than Monday, Good Friday or the following Good Friday until 3 a.m.*

14. The land immediately south of the subject site comprises a two storey attached commercial terrace building, also known as Lot 1 on Plan of Subdivision 302072R. This building is occupied by café (Blonde). Further south is 441 Brunswick Street, which is also occupied by an attached commercial terrace building currently used as a shop (Lucrezia & De Sade).

15. To the west is an unnamed laneway, with the rear of a dwelling at No. 90 Alexandra Parade beyond. It appears that this laneway is within the ownership of Council, but has been fenced off by the owner or occupier of No. 90 Alexandra Parade to form part of this sites rear SPOS. Beyond are further dwellings fronting Alexandra Parade.

Site surrounds, subject site yellow

Planning Scheme Provisions

Zoning

16. The subject site is zoned Commercial 1 (C1Z). The following provisions apply:

Use

17. Pursuant to Clause 34.01-1, a planning permit is required to use the land for 'dwelling' only if 'any frontage at ground floor level exceeds 2m'. The residential frontage for the proposal addresses Brunswick Street, with the entrance 0.98m in width. As such, planning permission is not required to use the site for a dwelling.
Development

18. Pursuant to Clause 34.01-4, a planning permit is required to construct a building or construct or carry out works.

19. It is noted that typically, pursuant to Clause 62.02-2, a permit is not required for the internal rearrangement of a building if the gross floor area or the number of dwellings on the site is not increased. As the proposed works seek to facilitate the number of dwellings on the land increasing from zero to one; a planning permit is required for the internal works for the dwelling in this instance.

Overlays

Design and Development Overlay – Schedule 2

20. The subject site is affected by the Design and Development Overlay (DDO2). DDO2 relates to 'Main Roads and Boulevards' and seeks to recognise the importance of main roads to the image of the city (amongst other design objectives).

21. Pursuant to Clause 43.02-2, a planning permit is required to construct a building or construct or carry out works. This does not apply if a schedule to this overlay specifically states that a permit is not required. The application is not exempt from the permit requirement under Schedule 2 and as such a planning permit is required.

Special Building Overlay

22. The subject site is affected by the Special Building Overlay (SBO). The following provisions apply:

23. Pursuant to Clause 44.05-1, a planning permit is required to construct a building or construct or carry out works. This does not apply to:

    (a) To an alteration to an existing building where the original building footprint remains the same and floor levels are constructed to at least 300mm above flood level.
    (b) To an upper storey extension to an existing building.

    As the floor level of the ground floor has not been provided, it cannot be established that a planning permit is not required under the SBO and therefore it is deemed that a planning permission is required for the demolition and construction of a new pedestrian door at ground level.

24. Pursuant to Clause 44.05-6, the application must be referred to the relevant floodplain management authority (Melbourne Water).

Heritage Overlay

25. Pursuant to Clause 43.01, a planning permit is required to:
    (a) Construct a building or construct or carry out works.
    (b) Demolish or remove a building.

26. The site is identified as being 'contributory' to the Brunswick Street Heritage Precinct by the *City of Yarra Review of Heritage Areas 2007 Appendix 8 (revised from time to time*).

Particular Provisions

Clause 53.06 – Live music and entertainment noise

27. This clause applies to an application required under any zone of this Scheme to use land for, or to construct a building or construct or carry out works associated with:
    (a) *a noise sensitive residential use that is within 50 metres of a live music entertainment venue.*

28. As described earlier, the Royal Derby Hotel at No. 446 Brunswick Street on the opposite side of Brunswick Street, is a live music entertainment venue less than 50 metres from the Site. A noise sensitive residential use must be designed and constructed to include acoustic attenuation measures that will reduce noise levels from any:
    (a) *Indoor live music entertainment venue to below the noise limits specified in State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2 (SEPP N2).*

29. The clause goes on to state:
    (a) *For the purpose of assessing whether the above noise standards are met, the noise measurement point may be located inside a habitable room of a noise sensitive residential use with windows and doors closed (Schedule B1 of SEPP-N2 does not apply).*
    (b) *A permit may be granted to reduce or waive these requirements if the responsible authority is satisfied that an alternative measure meets the purpose of this clause.*

Clause 55 – Two or more dwelling on a lot and residential buildings

30. The Commercial 1 Zone contains a decision guideline that requires consideration of the objectives, standards and decision guidelines of this clause. It has particular relevance to the proposal as the development is for the construction of a dwelling on common property. There is no requirement that the proposal 'must' meet all the objectives of this clause, due to the clause not ordinarily being applicable to land within the C1Z.

General Provisions

Clause 65 General Provisions

31. The decision guidelines outlined at clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider, amongst other things, the relevant State Planning Policy Frameworks and Local Planning Policy Framework, as well as the purpose of the Zone, Overlay or any other Provision.

Planning Policy Framework (PPF)

32. The following PPF provisions of the Scheme are relevant:

Clause 11 – Settlement
Clause 11.01-1R – Settlement – Metropolitan Melbourne

33. Strategies include;
    (a) *Focus investment and growth in places of state significance, including;*
        (i) *Metropolitan Activity Centres.*
    (b) *Create mixed-use neighbourhoods at varying densities, including through the development of urban renewal precincts that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*

Clause 13.03 – Floodplains
Clause 13.03-1S – Floodplain management

34. The objective is;
    (a) *To assist the protection of:*
        (i) Life, property and community infrastructure from flood hazard.
        (ii) The natural flood carrying capacity of rivers, streams and floodways.

(iii) The flood storage function of floodplains and waterways. Floodplain areas of environmental significance or of importance to river health.

35. Strategies include;
    (a) *Avoid intensifying the impact of flooding through inappropriately located use and development.*

Clause 13.05 – Noise
Clause 13.05-1S – Noise abatement

36. The objective is;
    (a) *To assist the control of noise effects on sensitive land uses.*

37. Strategies include;
    (a) *Ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.*

Clause 13.07 – Amenity and safety
Clause 13.07-1S – Land use compatibility

38. The objective is:
    (a) *To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.*

Clause 15.01 – Built Environment and Heritage
Clause 15.01-1S – Urban design

39. The objective is:
    (a) *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

Clause 15.01-1R – Urban design - Metropolitan Melbourne

40. The objective is:
    (a) *To create a distinctive and liveable city with quality design and amenity.*

Clause 15.01-2S – Building design

41. The objective is:
    (a) *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*

42. Relevant strategies include:
    (a) *Ensure development responds and contributes to the strategic and cultural context of its location.*
    (b) *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
    (c) *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
    (d) *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*

43. This clause also states that planning must consider as relevant:

(a) *Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*
(b) *Apartment Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017).*

Clause 15.01-5S – Neighbourhood character

44. The objective is;
    (a) *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Clause 15.03 – Heritage
Clause 15.03-1S – Heritage conservation

45. The objective is;
    (a) *To ensure the conservation of places of heritage significance.*

46. Relevant strategies include;
    (a) *Provide for the protection of natural heritage sites and man-made resources.*
    (b) *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
    (c) *Encourage appropriate development that respects places with identified heritage values.*
    (d) *Retain those elements that contribute to the importance of the heritage place.*
    (e) *Encourage the conservation and restoration of contributory elements of a heritage place.*
    (f) *Ensure an appropriate setting and context for heritage places is maintained or enhanced.*
    (g) *Support adaptive reuse of heritage buildings where their use has become redundant.*

Clause 16 – Housing
Clause 16.01 – Residential Development
Clause 16.01-1S – Integrated housing

47. The objective is;
    (a) *To promote a housing market that meets community needs.*

48. A relevant strategy is;
    (a) *Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.*

Clause 16.01-1R – Integrated housing-Metropolitan Melbourne

49. Strategies include;
    (a) *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.*
    (b) *Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*

Clause 16.01-2S – Location of residential development

50. The objective is;
    (a) *To locate new housing in designated locations that offer good access to jobs, services and transport.*

51. Strategies include;

(a) *Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.*
(b) *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
(c) *Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.*
(d) *Identify opportunities for increased residential densities to help consolidate urban areas.*

Clause 16.01-2R – Housing opportunity areas-Metropolitan Melbourne

52. Strategies include;
(a) *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
(b) *Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.*
(c) *Direct new housing to areas with appropriate infrastructure.*

Clause 16.01-3S – Housing Diversity

53. The objective is;
(a) *To provide for a range of housing types to meet diverse needs.*

Clause 16.01-3R – Housing diversity-Metropolitan Melbourne

54. *The strategy is;*
(a) *Create mixed-use neighbourhoods at varying densities that offer more choice in housing.*

Local Planning Policy Framework (LPPF)

Clause 21.04-2 – Activity Centres
Clause 21.05 – Built form
Clause 21.05-1 – Heritage

55. Objectives and strategies include;
(a) *Objective 14 – To protect and enhance Yarra's heritage places.*
    (i) *Strategy 14.2 – Support the restoration of heritage places*
    (ii) *Strategy 14.3 – Protect the heritage skyline of heritage precincts*
    (iii) *Strategy 14.6 –Protect buildings, streetscapes and precincts of heritage significance from the visual intrusion of built form both within places and from adjoining areas.*
    (iv) *Strategy 14.8 – Apply the Development Guidelines for sites subject to a Heritage Overlay policy at clause 22.02*

Clause 21.05-2 – Urban design

56. The relevant objectives are:
(a) *Objective 16 – To reinforce the existing urban framework of Yarra;*
(b) *Objective 20 – To ensure that new development contributes positively to Yarra's urban fabric;*
    (i) *Strategy 20.1 – Ensure development is designed having particular regard to its urban context and specifically designed following a thorough analysis of the site, the neighbouring properties and its environs.*

Clause 21.05-3 – Built form character

57. The general objective of this clause is:
    (a) *Objective 23 – To maintain and strengthen the identified character of each type of identified built form within Yarra.*

Clause 21.05-4 – Public environment

58. The relevant objective and strategies of this clause are:
    (a) *Objective 28 – To a provide a public environment that encourages community interaction and activity:*
        (i) *Strategy 28.3 – Require buildings and public spaces to provide a safe and attractive public environment.*

Clause 21.08-5 Neighbourhoods (Fitzroy)

59. Pursuant to Clause 21.08-7 of the Scheme, Fitzroy is described as *a mixed commercial and residential neighbourhood notable for the consistency of its Victorian streetscapes. It comprises a dense combination of residential areas, shopping precincts and commercial / industrial activities*

60. Figure 18 of Clause 21.08-7 shows the subject site as being within the heritage overlay built form character area where the objective is to ensure that development does not adversely affect the significance of the heritage place.

Relevant Local Policies

Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay

61. This policy applies to all land within a Heritage Overlay, and aims to provide guidance for the protection and enhancement of the City's identified places of cultural and natural heritage significance.

Clause 22.05 – Interfaces Uses Policy

62. This policy applies to applications within the Commercial Zone (among others), and aims to reduce conflict between commercial, industrial and residential activities. The policy acknowledges that the mix of land uses and development that typifies inner city areas can result in conflict at the interface between uses.

63. It is policy that:
    (a) *New residential use and development in or near commercial centres and activity centres and near industrial uses includes design features and measures to minimise the impact of the normal operation of business and industrial activities on the reasonable expectation of amenity within the dwellings.*

Other documents

Planning Practice Note PPN81: Live music and entertainment noise

64. Released in May 2016 by the Department of Environment Land Water and Planning, Planning Practice Note 81 gives guidance to decision makers about the operation of Clause 52.43 – Live Music and Entertainment Noise (subsequently renumbered to Clause 53.06). The practice note outlines the purpose and operation of the clause, including examples of when discretion should be applied as well as providing examples for planning permit conditions.

65. Regarding attenuation a noise sensitive residential use, the practice note provides the following measures that may be utilised to help meet the requirements of the clause:
    (a) *Locating noise-sensitive rooms (particularly bedrooms) away from significant noise exposure by using spaces like walkways, laundries and storage as a buffer.*
    (b) *Using acoustic glazing, wall, ceiling and roof construction.*
    (c) *Sealing gaps, joints and service penetrations and using acoustic insulation.*
    (d) *Using setbacks and acoustic fencing.*
    (e) *Using a noise masking system (for example by relying on heating, ventilation or airconditioning noise).*

66. Regarding when it is appropriate to require that an acoustic assessment be conducted, the practice note provides that: *To avoid imposing the cost burden of a professional acoustic assessment (to demonstrate compliance with Clause 52.43-3) on small residential developments or for minor changes to an existing live music venue, a council could also consider requiring established design measures for acoustic attenuation, such as locating bedrooms of a new dwelling away from a low-impact venue.*

67. The practice note goes on to say that: *An acoustic report should not be necessary if the context of the site, surrounds and proposal present clear options for straightforward remedies and a professional assessment and report is unlikely to improve outcomes.*

68. Appendix 1 of the practice note provides example permit conditions for varying circumstances, regarding attenuating a noise-sensitive residential use. The practice note provides that where a less stringent approach is being used for a noise sensitive residential use near a low-impact live music entertainment venue, conditions which may include a requirement for non-specific attenuation measures and a retrospective acoustic assessment (which may be required at any future time by the Responsible Authority). \

Advertising

69. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 21 letters sent to surrounding owners and occupiers and by a sign displayed on site. Council received 6 objections, the grounds of which are summarised as follows):

    (a) The proposed development should it go ahead would be detrimental to the existing licenced venue at No. 451b Brunswick Street.
    (b) Proposed rear balcony will block sunlight to commercial uses at ground floor.
    (c) Noise from the Royal Derby Hotel cannot easily be attenuated at the site.
    (d) The site does not have sufficient access to waste disposal at the rear of the site.
    (e) The owner's corporation has not approved works within the common property.
    (f) Structural issues associated with the proposed balcony.
    (g) Overlooking from the proposed balcony.

    The application was called up to PDC by Councillor Stephen Jolly on 31/10/2020.\

Referrals

External Referrals

70. As stated earlier in this report, the application was referred to Melbourne Water who have no objection to the proposal, subject to the condition that the proposed new door on ground floor be flood proofed.

71. Referral responses/comments have been included as attachments to this report.

Internal Referrals

72. Given the scope of the proposal, the application was not referred to any internal departments.

OFFICER ASSESSMENT

73. The primary considerations for this application are as follows:
    (a) DDO2 & Commercial 1 Zone;
    (b) Live music and entertainment noise & Interface Uses;
    (c) Heritage;
    (d) Clause 55;
    (e) Special Building Overlay; and
    (f) Objector concerns

    DDO2 & Commercial 1 Zone

74. The following assessment will be based around the decision guidelines of the Design and Development Overlay – Schedule 2 as well as those of the Commercial 1 Zone:

75. The proposed alterations to the ground floor pedestrian entrance of the site is not expected to have a substantial impact on the Brunswick Street streetscape. The proposed door is to replace a visually permeable gate in the same position and will result in a visually enhanced entrance to the ground floor commercial building and first floor dwelling through improved design detail and quality. The new door will also be flush with the street frontage to avoid creating a potential entrapment space and is therefore an appropriate outcome from a pedestrian safety perspective.

76. The proposed entrance will also remain consistent with the existing character of the streetscape which is of commercial frontages constructed on the front boundary. Overall the proposed works are acceptable in terms of their impact on the public realm and Brunswick Street streetscape.

77. The works proposed will enable the creation of a 'shop-top' dwelling at first floor. Shop-top dwellings are strongly supported by the purpose of the Commercial 1 Zone, which includes: *to provide for residential uses at densities complementary to the role and scale of the commercial centre.* It is noted that, as described earlier, the actual use of the site as a dwelling does not require a planning permit under the Yarra Planning Scheme. Furthermore, a permit is required for a dwelling if its frontage exceeds 2 metres, which further reinforces the appropriateness of dwellings above ground level within a C1Z and activity centre/main road context (such as the subject proposal). This shows a clear strategic expectation for dwellings to be interspersed amongst the various commercial uses permitted under the C1Z.

    Live music and entertainment noise & Interface Uses

78. The following assessment is informed by the decision guidelines of Clause 22.05 (Interface Uses Policy) as well as Clause 53.06 (Live music and entertainment noise), incorporating strategic policies where relevant.

79. As described above, the proposal is situated within the primarily commercial context of Brunswick Street, with commercial uses to the north, south and below. The nature of these uses (an office/medical centre, café and pharmacy, respectively) are such that there is no expectation of internal amenity, solar access, overshadowing, or privacy (as one would expect of a dwelling). Thus, the proposed works at the site, including the addition of a balcony at first floor will not impact on the operation of these uses and is acceptable.

80. In terms of surrounding residential uses, amenity impacts from the proposed works will be assessed in detail (with the assessment of Clause 55) below.

81. With regard to the Royal Derby Hotel to the north-east (No. 446 Brunswick Street), live music forms part of the operation of this venue, therefore Clause 53.06 (Live Music and Entertainment Noise) applies. As detailed earlier, this venue is permitted to operate between 7.00am and 1.00am the following day, throughout most of the year.

82. While the considerations of Clause 53.06 are applicable to this application, weight must be given to the fact that a permit is not required for the dwelling use of the site. Furthermore, the site is located within a busy section of Brunswick Street where a high level of ambient noise from trams and vehicle traffic (along both Brunswick Street and Alexandra Parade) is anticipated. It is expected that this ambient noise will serve to 'drown out' a reasonable degree of any noise produced by the Royal Derby Hotel in associated with live music.

83. The site is approximately 20m from the Royal Derby Hotel (at the very nearest point) and the proposed bedroom (which is most sensitive in terms of noise) is located at the rear of the site, insulated from Brunswick Street by the 10m deep open plan/ office and living space to the east. In addition, the first floor rooms of the north-adjoining site (No. 449 Brunswick Street) further insulate the bedroom along the north boundary. This will result in a reasonable buffer between the bedroom and the Royal Derby Hotel to the north-east. Given this separation, the reasonable level of insulation and the existing ambient noise, it is not anticipated that there will be any unreasonable level of noise transmission from the Royal Derby Hotel and Brunswick Street more generally.

84. Furthermore, the applicant has indicated that they are willing to voluntarily retrofit the dwelling with acoustically-insulated double glazing which can be required by way of a permit condition.

85. As detailed above, PPN81 provides guidance to decision makers on appropriate permit conditions to deal with attenuating a noise sensitive residential use. PPN81 suggests that in low-risk development, issues of acoustic attenuation may be dealt with by conditions which require non-specific and broad attenuation measures. It is also suggested that these more general conditions can be supplemented by a planning permit condition which is recommended to read as follows:

> *The responsible authority may at any time require an acoustic report, prepared by a suitably qualified acoustic engineer. The report must be to the satisfaction of the responsible authority and identify all potential noise sources and noise attenuation work required to address any noise issues to comply with State Environment Protection Policy (Control of Music Noise from Public Premises) No. N-2. The recommendations of the report must be implemented and complied with to the satisfaction of the responsible authority.*

86. The inclusion of planning permit conditions such as those suggested by the PPN81 (as above), would serve to place the onus for attenuating noise on the owner of the site if a dispute were ever to arise from an occupant regarding the existing live music venue. By providing the option for a costly acoustic assessment to be required only if conflict arises in the future, the applicant is not unnecessarily burdened to commission a report which may ultimately determine that no further change is necessary to attenuate the dwelling.

87. It is considered, subject to a condition requiring that the dwelling be appropriately attenuated, acoustically treated double glazing be provided on the east-facing room windows and providing Council with ability to request an acoustic report from a suitably qualified professional and implementation of associated recommendations at any point in the future, the proposed works will be acceptable in terms of Clause 22.05 (Interface Uses Policy) as well as Clause 53.06 (Live music and entertainment noise).

Heritage

88. In considering the design and built form of the proposed development, the most relevant aspects of the Scheme are provided at Clause 15 (Built Environment and Heritage), Clause 21.05 (Built Form) and Clause 22.02 (Development Guidelines for Sites Subject to the Heritage Overlay). All of these provisions and guidelines support a development outcome that responds to the existing heritage character and provides a contextual urban design response reflective of the aspirations for the area. Particular regard must be given to the acceptability of the design in terms of height and massing, street setbacks and relationship to adjoining buildings.

89. The larger building which contains the subject site (and other lots) is graded 'contributory' within Brunswick Street Heritage precinct.

90. The proposal will result in the demolition of the existing non-original steel security gate at the ground floor Brunswick Street frontage and replacement with a solid contemporary door. The nature of the subject building (and the north and south adjoining buildings) is that contemporary glazed frontages are prevalent at ground floor, with contributory heritage elements, such as ornate windows, detailing and roof parapets more definitive at first floor. In this case, as a result of the existing verandah at the front of the site, the ground and first floor of the site are visibly distinct and separated. As such, the proposed door will be viewed in the context of the glazed contemporary frontage and will not interfere with the appreciation of contributory heritage elements at first floor or the overall presentation of the building.

91. At the rear, the proposal will involve demolition of existing windows (and window surrounds) and replacing them with doors as well as the installation of a first floor deck with privacy screening. This portion of the building will be largely concealed from when viewed from the public realm due to the continuous street wall along Brunswick Street and the U-shaped built form of the existing building on the Site. It is noted that Clause 22.02-5.7 specifically encourages new additions to be located towards the rear of the site, which the proposed first floor deck successfully achieves and is therefore considered both minor and acceptable in heritage terms.

92. Any changes to the first floor front windows of the site, required by way of permit condition for the purpose of acoustic treatment, would need to be appropriate to the existing heritage building. As such, any permit condition to this effect will reflect this requirement.

Clause 55

93. In this instance, Clause 55 is relevant to an assessment of this application due to part of the proposed works (first floor deck) being located within common property delineated on the plan of subdivision for the site.

94. It is important to note that 'the objectives, standards and decision guidelines of 55' is simply a decision guideline in the C1Z for this application. The preamble to Clause 55 states that these provisions apply to applications in the Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone, Mixed Use Zone or Township Zone. None of which apply to the site. Nonetheless, the objectives, standards and decision guidelines form a basis as to whether the proposed works that relate to a dwelling are indeed appropriate.

95. It is also important to consider that the site's location within an inner city activity centre (Brunswick Street) and the limited extent of works results in many of the objectives / standards of Clause 55 not being relevant to an assessment of the proposal. The following standards / objectives are considered to be not relevant by this proposal. Relevant provision are assessed further below.

(a) B2 – *Neighbourhood character objective* – The Site is affected by HO311 and DDO2 and is also affected by planning policies relating to activity centres. Together, these provisions are considered to outweigh the need to respond to 'neighbourhood' character. Refer to the discussion regarding 'C1Z and DDO2' and 'heritage' above.
(b) *B3 Dwelling diversity objective* – Not relevant to development with less than 10 dwellings
(c) *B6 – Street setback objective* – As the works are to retrofit an existing building there will be no change to street setback from the existing conditions.
(d) *B7 – Building height objective* – there is no prescribed maximum height pursuant to the Commercial 1 Zone and the height of the building is unchanged regardless.
(e) *B11 – Open space objective* – No communal open space provided or required for the development
(f) *B13 – Landscaping objectives* – Not relevant given the nature and scale of the proposal
(g) *B14 – Access objective & B15 – Parking location objective* – No proposed changes to vehicle access at the site.
(h) *B19 – Daylight to existing windows objective* – There are no habitable room windows facing the site on abutting lots
(i) *B20 – North-facing windows objective* – There are no north-facing habitable room windows within 3 metres of the site
(j) *B21 – Overshadowing objective* – The site does not immediately adjoin private open space of a dwelling.
(k) *B23 – Internal views objective* – Only one dwelling is to be created, no views between dwellings is provided
(l) *B32 – Front fences objective* – No fences are proposed

Standard B2 – Residential Policy objectives

96. The proposed works are considered to meet the objectives of Standard B2 for the following reasons:
(a) The works will enable a 'shop-top' dwelling at the site, which contributes to a greater diversity of housing choices in the inner city area as encouraged by Clause 16.01-3R (*Housing diversity*) and 21.08-7 (*Fitzroy*).
(b) The works will enable a dwelling in an area well services by public transport (trams and bicycle networks immediately adjacent the site), community infrastructure, public open space and commercial uses.

Standard B4 – Infrastructure objectives

97. Given the site is situated in an established Major Activity Centre, it is not expected to unreasonably overload the capacity of utility services and infrastructure. The site is already connected to appropriate utility services and infrastructure (albeit for a commercial use), and this can readily be extended to accommodate the residential use. It is also arguable that a sole commercial use of the tite would have placed a greater demand on services and infrastructure than the proposed dwelling / office use.

Standard B5 - Integration with the street objective

98. The objective of this Standard is "*to integrate the layout of the development with the street*".

99. Generally, the ground floor works to Brunswick Street are supported as the proposed doorway has been designed to have a clearly visible and accessible entry. The entrance to the first floor dwelling and ground floor commercial use will continue to be provided from Brunswick Street.

Standard B8 - Site coverage

100. The standard does not account for development such as the currently considered application as it assumes that a site is a single contiguous piece of land (and not an existing subdivided building) and as such consideration of the site coverage objective (not the standard) is appropriate. The objective seeks to ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site. The proposal meets the objective as:
    (a) Given that the existing building directly fronts Brunswick Street, there will be no notable change in site coverage from the existing conditions as a result of the proposed rear deck.
    (b) Little to no site coverage is typically expected in a commercial area such as the Brunswick Street surrounds (as commercial buildings typically have no need for open, undeveloped land). As such any reduction in site coverage as a result of the proposed rear deck will not be out of character with this commercial context.

Standard B9 – Permeability objective

101. As above, the standard does not account for development such as the currently considered application. As such it is appropriate to consider the objective which seeks:
    (a) *To reduce the impact of increased stormwater run-off on the drainage system.*
    (b) *To facilitate on-site stormwater infiltration.*
    (c) *To encourage stormwater management that maximises the retention and reuse of stormwater.*

102. Council's aerial imagery (below) shows the rear of the site is entirely comprised of brick paving. As such, the addition of the rear deck is not expected to result in any further decrease in permeability and will therefore not increase the amount of stormwater run-off from the site.

Council's aerial imagery (dated June 2020) which shows the existing paving at the rear of the site.

103. The proposed deck is limited to 13.5m2 in area and would represent a small portion of the common property associated with the Site. Furthermore, it is not unusual for C1Z land and land within the Brunswick Street Major Activity Centre to have near 100% site coverage (and no permeable surfaces).

Standard B10 – Energy efficiency protection objectives

104. The objectives of this standard are concerned with the energy efficiency of proposed and surrounding dwellings. Given that the existing ground floor uses of the site are commercial in nature, the proposal will not result in any unreasonable impacts to surrounding sites. The dwellings to the west are significantly setback from the site so as to be unaffected by the proposed works.

105. In terms of the proposed dwelling itself, the glazing and operable doors to the proposed first floor deck which will allow for ample daylight access and natural ventilation of the open-plan habitable rooms beyond. Overall, the proposal is considered acceptable in terms of the energy efficiency protection objective.

Standard B12 – Safety objective

106. The dwelling is considered to have meet the objective of Standard B12 *to ensure the layout of development provides for the safety and security of residents and property.* As discussed above in the assessment against Standard B2 (Integration with the Street), the proposal will result in a highly visible access to the first floor dwelling directly from Brunswick Street. The new door will also be positioned flush with the Brunswick Street frontage to ensure no potential entrapment spaces are created adjacent the public realm.

Standard B17 – Side and rear setbacks objective & Standard B18 Walls on boundaries objective

107. No new boundary or side and rear walls are proposed under the currently considered application. As the proposed first floor deck is located within the U-shaped alcove created by the existing built form on its north, east and south side and is well separated from the dwelling to the west (set-back approximately 9m) it will not result in any unreasonable visual bulk impacts to the dwelling to the west.

Standard B22 – Overlooking objective

108. The proposed first floor deck is screened along its western side by a 1.7m high privacy screen with a maximum transparency of 25%. As such it is fully compliant with the requirements of Standard B22, despite the proposed deck being located greater than 9 metres from the private open space of the existing at 90 Alexandra Parade (west).

Standard B24 – Noise objective

109. The impact of surrounding noise on the dwelling which will be created as a result of the proposed works has been comprehensively assessed above in the live music and entertainment noise & interface uses section of this report. Permit conditions will require that the dwelling be appropriately treated to prevent unacceptable noise.

110. It is reasonable to expect that any noise generated on the site would only be residential in nature without causing any unreasonable acoustic impacts on neighbouring properties.

Standard B25 – Accessibility objective

111. The objective of Standard B25 is *to encourage the consideration of the needs of people with limited mobility in the design of developments*. Given the limitations of the site (with the only access provided via a staircase), it is not possible to easily facilitate accessible access to the site. Any future occupants would be aware of these difficulties before residing at the site.

Standard B26 – Dwelling entry objective

112. The entry of dwellings have been discussed at length at Standard B2 (Integration to the street objective) and Standard B12 (Safety objective) and it is considered that the entrance to the site is appropriately visible from Brunswick Street and will provide a sense of personal address. The existing verandah over the Brunswick Street footpath will also provide shelter to anyone accessing the site.

Standard B27 – Daylight to new windows objective

113. Although no new windows are proposed, where they are required for the purpose of acoustic treatment they will be located to face the proposed first floor deck, or Brunswick Street which are outdoor spaces and clear to sky, thereby complying with Standard B27.

Standard B28 – Private open space objective and B29 – Solar access to POS objective

114. As above, Standards B28 and B29 do not account for the type of 'shop-top' dwelling that this proposal will facilitate. The respective objectives seek *to provide adequate private open space for the reasonable recreation and service needs of residents* and *to allow solar access into the secluded private open space of new dwellings and residential buildings.*

115. The proposal will provide a 13.5sqm rear deck, which will be supplemented by the internal open-plan living space. This is considered a reasonably sized area of SPOS to a dwelling such as proposed at the subject site. For reference, although not applicable in this case as this proposal does not constitute an 'apartment' Standard B43 at Clause 55.07-9 (which applies to apartment developments) would require only an 8sqm balcony, with a minimum dimension of 1.8m. The 13.5sqm deck proposed will provide a reasonably large outdoor space for the occupants of the dwelling at the site and is acceptable.

116. In terms of solar access to this first floor balcony, although there is existing built form to the north, the balcony will be clear to the sky and have a reasonably open western side, with 1.7m high screening. It is considered that it will receive a reasonable amount of solar access consistent with an inner-city apartment and is acceptable.

Standard B30 – Storage objective

117. The standard requires that *each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.* Whilst a dedicated storage space has not been nominated on the plans, the bedroom is provided with a 1.6sqm of floor area dedicated to a robe, 4sqm to an island bench within the kitchen and ample open space is provided within in the open-plan living space/ office. As such it is considered that the proposal has met the storage objective, which is *to provide adequate storage facilities for each dwelling.*

Standard B33 – Common property objectives

118. There are no additional common property areas which are proposed by the application. The addition of a front door in lieu of the existing front gate will not impact the functionality or management of the common property beyond. Similarly the proposed first floor deck is not expected to affect the functionality or maintenance of the common property below as a service yard area. The proposal is acceptable in terms of Standard B33.

Standard B34 – Site services objective

119. A mailbox integrated within the front door has been provided for the proposed dwelling.

120. The plans indicate that the common bin storage is located within the rear laneway of the site. It is acknowledged that the existing subdivision of the site makes easily accessible bin storage difficult (given that No. 447A Brunswick has effectively no dedicated floor area at ground floor), however it is not anticipated that the proposed works associated with a dwelling use will result in significantly greater waste generation than the existing office use. As such, it is anticipated that the current conditions regarding waste disposal will be sufficient to accommodate the dwelling at the site.

<u>Special Building Overlay</u>

121. As the proposal includes no change to any floor levels of the building, or any additional floor area at ground floor, there will be no impact on the floodplain or flooding risk at the site. Furthermore, the application was referred to Melbourne Water who offered no objection subject to the inclusion of a condition requiring that the proposed door at ground floor be flood proofed. As such, subject to the inclusion of this condition the proposal is acceptable in terms of the Special Building Overlay.

Objector concerns

122. objector concerns are addressed in detail below:

(a) The proposed development, should it go ahead would be detrimental to the existing licenced venue at No. 451b Brunswick Street.

(i) Clause 53.06 applies only to *live music entertainment venues,* which include food and drinks premises, nightclubs function centres or residential hotels that include live music entertainment. It is noted that the endorsed noise and amenity action plan under existing planning permit PLN10/0794 which approves the sale and consumption of liquor at No.451b explicitly states that there will be no live bands in association with the venue. General impacts to surrounding commercial uses have been considered between paragraphs 78 - 87.

(b) Proposed rear balcony will block sunlight to commercial uses at ground floor.

(i) The Yarra Planning Scheme does not provide for protection of sunlight to commercial uses or non-habitable room windows. The amenity impacts to the surrounding commercial uses has been considered between paragraphs 78 - 87.

(c) Noise from the Royal Derby Hotel cannot easily be attenuated at the site.

(i) Relevant issues associated with impacts as a result of noise from the Royal Derby Hotel have been comprehensively assessed between paragraphs 81 - 87.

(d) The site does not have sufficient access to waste disposal at the rear of the site.

(i) Relevant issues associated with waste disposal from the site has been considered in paragraph 120.

(e) The owner's corporation has not approved works within the common property.

(i) Issues of unapproved works within common property have been addressed in several decisions of the Victorian Civil and Administrative Tribunal (VCAT), such as *H S Rekaris & Associates Pty Ltd v Stonnington CC [2009]* VCAT 2585 affecting Unit 3 and common property at 55 Alexandra Avenue, South Yarra which dealt with a similar situation. This matter required a planning permit for a deck within common property and where the owners corporation did not consent the works. The tribunal found at Paragraph 14:

…regardless of whether one or two owners would need to change their minds, [to allow works under the Owners Corporations Act 2006] *it is my view that a change of mind (for whatever reason or motivation) is potentially a much simpler and quicker likelihood than a change of policy or a change in elected representatives (in the case of a Council or public authority). As such, I am not persuaded this application is futile.*

(ii) The tribunal went to conclude at Paragraph 15:

The opposition of some of the owners at this time is a relevant factor in the consideration of the overall planning merits of this case. But, in my opinion, this factor is not a determinative one having regard to the overall planning merits and considerations I have already explained in these reasons. I find the proposed deck extension has no unreasonable amenity impacts and no adverse effect on the significance of the heritage place.

(iii) This case is similar to the subject application, in that the approval of the owner's corporation is subject to change and the planning permit application is therefore not futile. The above assessment has considered the relevant planning merits. The lack of consent from the owner's corporation is not relevant to this assessment and must be acquired outside of the planning permit process (i.e. as required under the *Owners Corporations Act 2006*).

(f) Structural issues associated with the proposed balcony.

(i) The feasibility or structural integrity of any works cannot be given weight as part of the planning permit process. Assessment of this issues will be provided at a later stages in the development process (i.e. when a building permit is sought).

(g) Overlooking from the proposed balcony.

(i) Overlooking has been assessed earlier in this report. The Yarra Planning Scheme does not provide for consideration of the overlooking of commercial uses. Nonetheless, paragraph 108 confirms that Standard B22 (overlooking) would be met even if the ground level service yard / common area was secluded private open space associated with another dwelling. Accordingly, the proposed deck would not result in any unreasonable loss of privacy.

Conclusion

123. Based on the report, the proposal is considered to comply with the relevant policies of the Yarra Planning Scheme and is recommended for approval, subject to conditions

RECOMMENDATION

That having considered all relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit PLN20/0365 for part demolition, buildings and works associated with the creation of a dwelling at first floor (permit not required for use) at 447A Brunswick Street & Common Property of 445-447 Brunswick Street, Fitzroy VIC 3065, subject to the following conditions:

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans prepared by Harmonic Building Design, variously dated 2020.07.14 and 2020.07.29, but modified to show the following:

(a) The first floor east facing windows to be comprised of acoustically treated double glazing, with any replacement windows having an appearance appropriate to the heritage building; and

(b) A notation indicating the ground floor door to Brunswick Street is 'Flood Proofed' as per Melbourne Water condition 6 (below).

2. The development as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. The Responsible Authority may at any time require an Acoustic Report to the satisfaction of the Responsible Authority which must be prepared by a suitably qualified acoustic engineer and which must be submitted to and approved by the Responsible Authority. When approved, the Acoustic Report will be endorsed and will form part of this permit. The Acoustic Report must assess the following:

   (a) The impact the dwelling at the subject site has on the operation of the Royal Derby Hotel located at No. 446 Brunswick Street, Fitzroy VIC 3056.

   The acoustic report must assess the compliance of the use and, where necessary, make recommendations to limit the noise impacts in accordance with the State Environment Protection Policy (Control of noise from industry, commerce and trade) No. N-1 (SEPP N-1), State Environment Protection Policy (Control of music noise from public premises) No. N-2 (SEPP N-2) or any other requirement to the satisfaction of the Responsible Authority.

4. The provisions, recommendations and requirements of any endorsed Acoustic Report must be implemented and complied with to the satisfaction of the Responsible Authority.

5. Before the development is occupied, or by such later date as approved in writing by the Responsible Authority, all screening and other measures to prevent overlooking as shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. Once installed the screening and other measures must be maintained to the satisfaction of the Responsible Authority.

6. The proposed new door on ground floor will need to be flood proofed.

7. Before the building is occupied, or by such later date as approved in writing by the Responsible Authority, any damage to Council infrastructure resulting from the development must be reinstated:

   (a) at the permit holder's cost; and
   (b) to the satisfaction of the Responsible Authority.

8. Except with the prior written consent of the Responsible Authority, demolition or construction works must not be carried out:

   (a) Monday-Friday (excluding public holidays) before 7 am or after 6 pm;
   (b) Saturdays and public holidays (other than ANZAC Day, Christmas Day and Good Friday) before 9 am or after 3 pm;
   (c) Sundays, ANZAC Day, Christmas Day and Good Friday at any time.

9. This permit will expire if:

   (a) the development is not commenced within two years of the date of this permit;
   (b) the development is not completed within four years of the date of this permit.

   The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5585 to confirm.

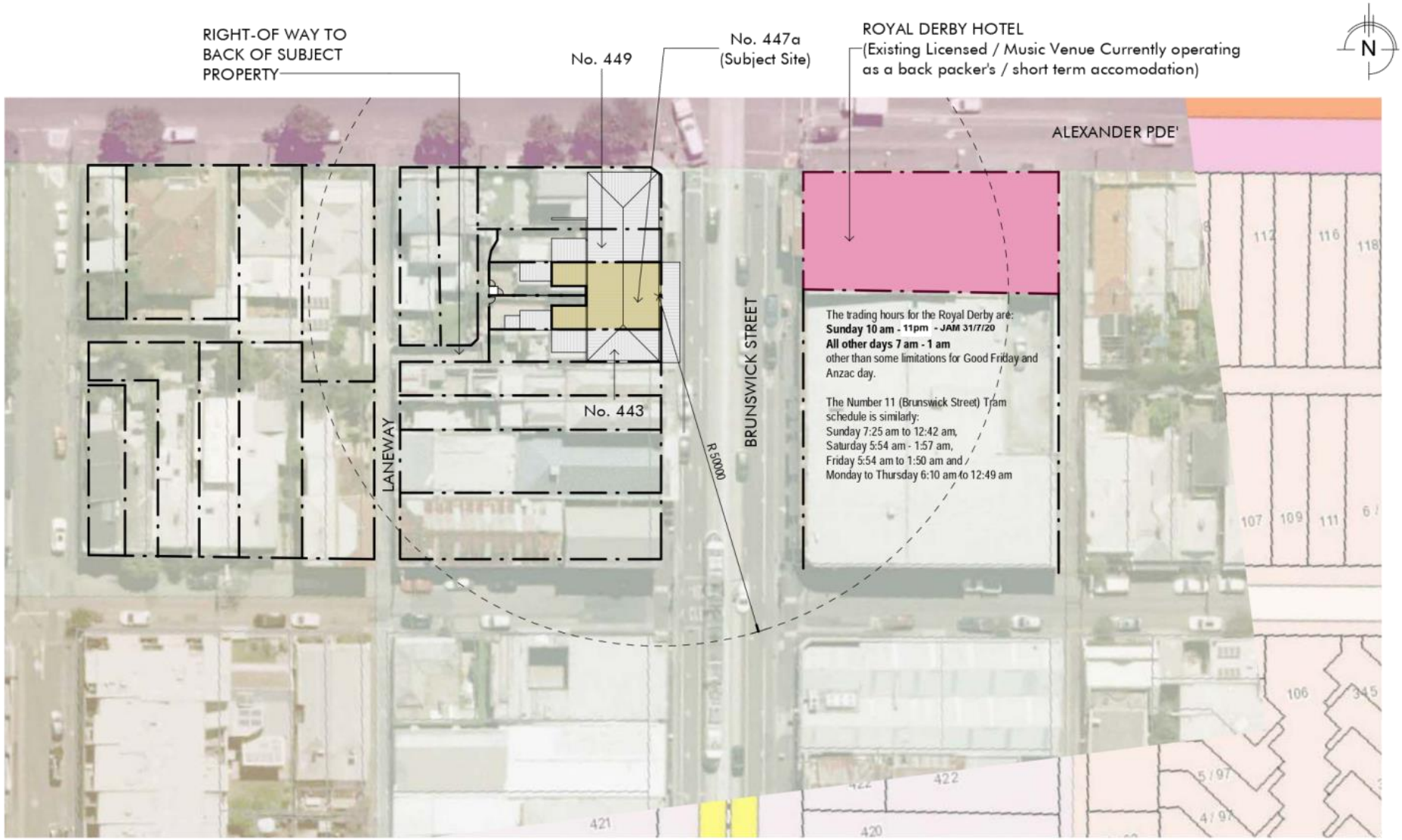
Attachments

1 PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans

2 PLN20/0365 - 447A Brunswick Street & Common Property of 445-447 Brunswick Street Fitzroy - Melbourne Water Referral Comments

3 PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street - Site Location Plan

Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



PLANNING PERMIT ISSUE

HARMONIC BUILDING DESIGN
DESIGN THAT RESONATES
www.harmonicdesign.studio
LACHLAN MCEWEN
PHN. 0425 731 337
enquiries@harmonicdesign.studio

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No. Description Date

REGISTERED Building Practitioner
Practitioner Registration no. in the state of Victoria DP-AD 45686

Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Location Plan & Existing Site Plan
Project number 2001
Project Issue Date 2020.07.14
A-100
Revision
Scale 1 : 500
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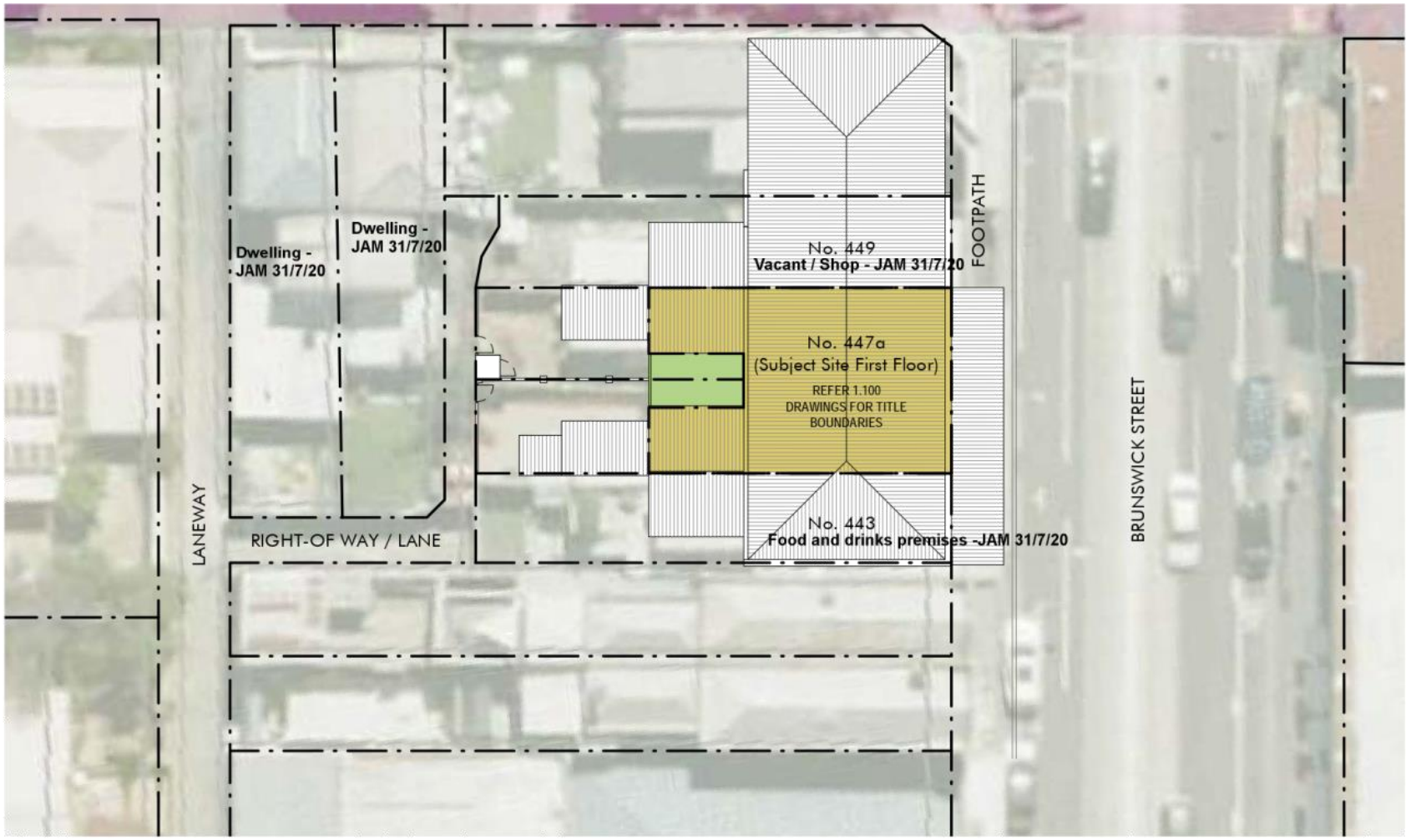
Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



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No.	Description	Date

REGISTERED Building Practitioner
Practitioner Registration no. in the state of Victoria DP-AD 45686

AREA KEY:
- Existing Property
- Proposed extension

Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Site Plan - Proposed

Project number	2001
Project Issue Date	2020.07.29

A-101

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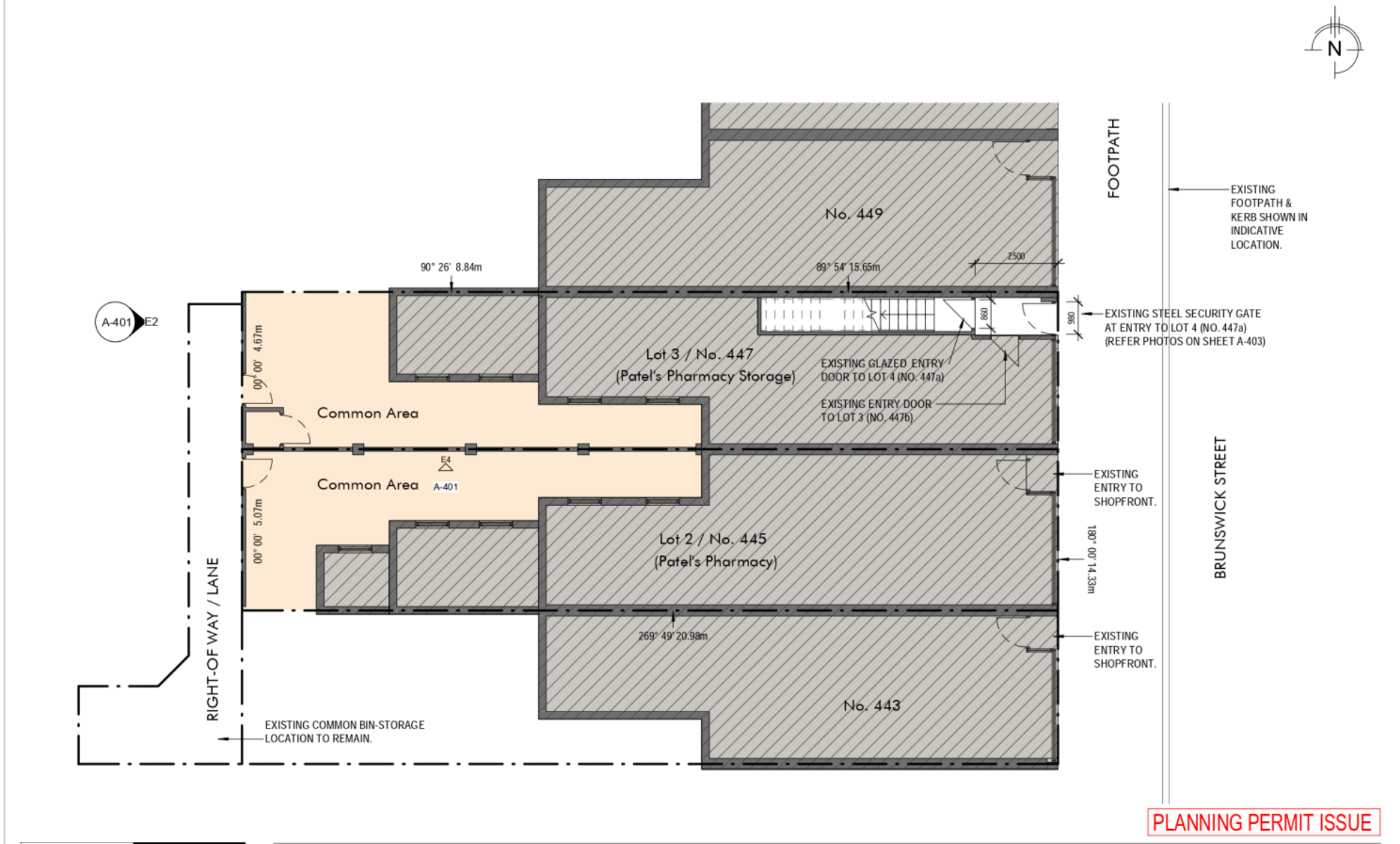
Revision
Scale As indicated

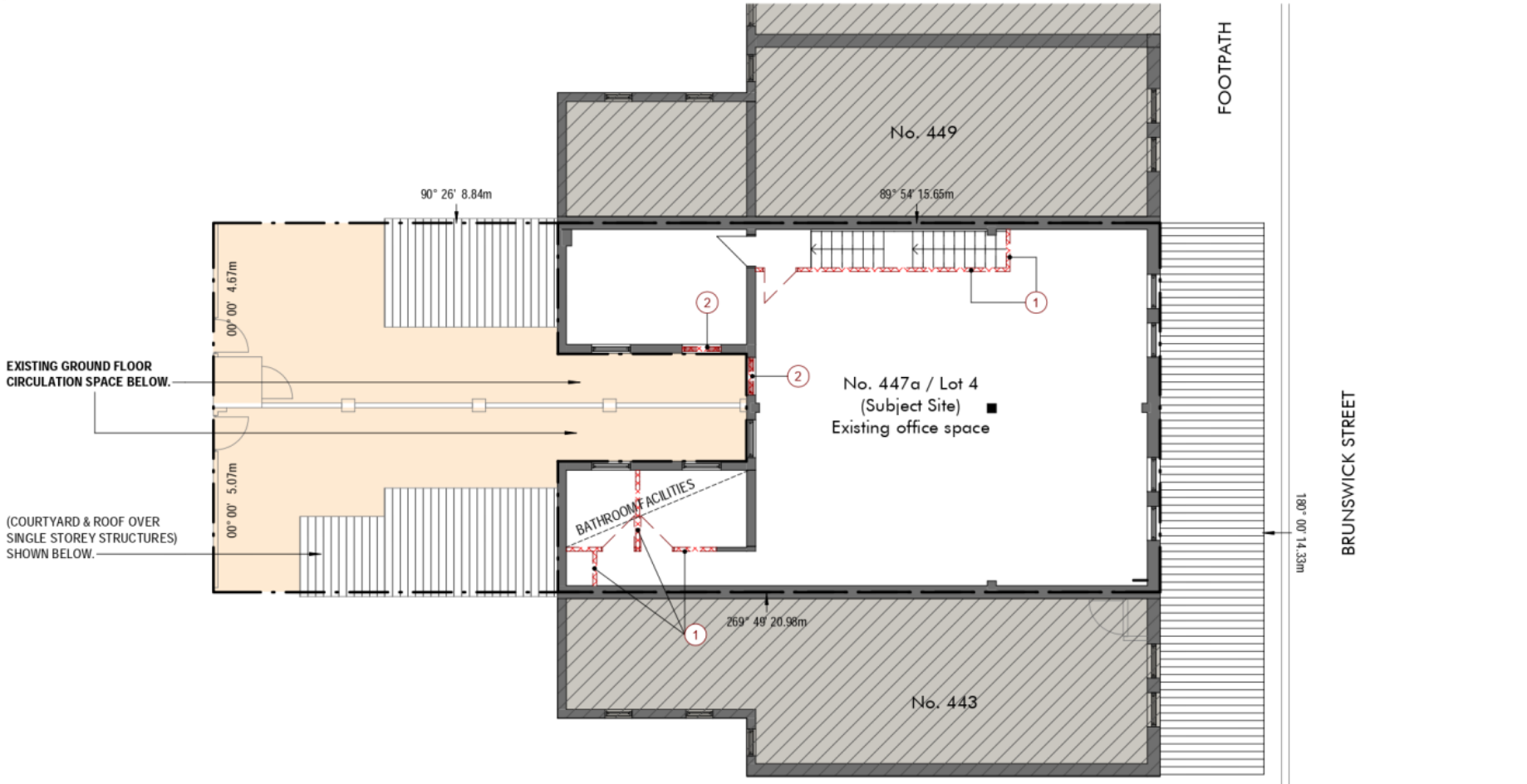
Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans

DEMOLITION LEGEND

1. Remove internal wall. Prop and support ceiling / roof as required.
2. Remove window brickwork down to level 1 floor level.



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No. Description Date

REGISTERED Building Practitioner
Practitioner Registration no. in the state of Victoria DP-AD 45686

AREA KEY:
- NEIGHBOURING TITLES*
- SCOPE OF WORKS / OWNER'S TITLE*
- COMMON AREA* NEW WORKS

*ZONES SHOWN NOMINALLY AND ARE INDICATIVE / FOR INFORMATION ONLY. REFER EACH TITLE PLAN FOR CONFIRMATION OF THIS INFO. THESE DRAWINGS DO NOT SUPPLEMENT OTHER CONTRACTUAL DOCUMENTS. OWNERS MUST CONSULT WITH LEGAL CONVEYANCER ETC.

Project Description: Refurbishment of Existing Level 1 Tenancy
Client Name: Julian DeCrespigny
Project Address: 447a Brunswick Street Fitzroy VIC 3065

Level 1 - Existing & Demo

Project number	2001
Project Issue Date	2020.07.14

A-103

Revision

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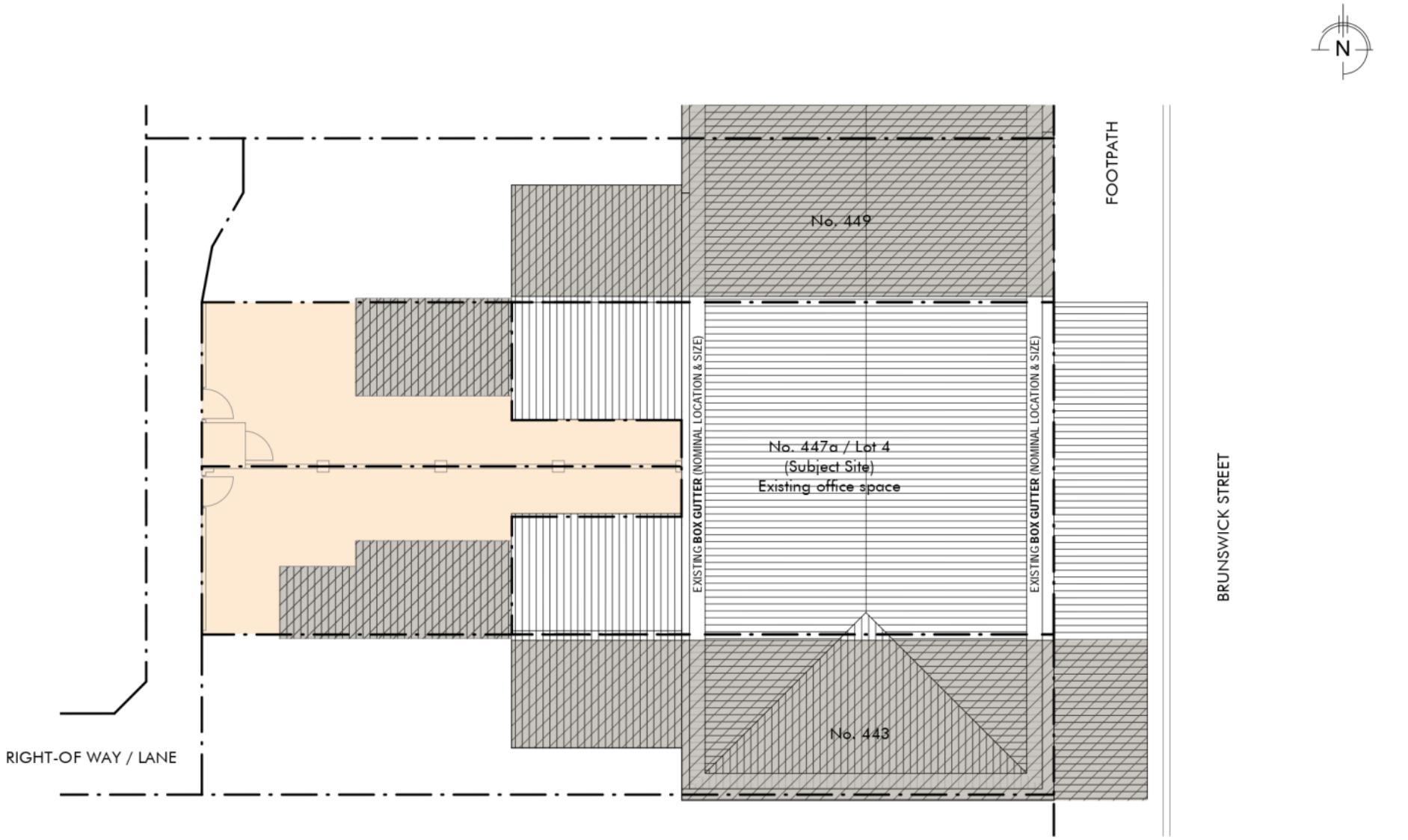
Scale 1 : 100

Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



PLANNING PERMIT ISSUE

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No. Description Date

REGISTERED Building Practitioner
Practitioner Registration no. in the state of Victoria DP-AD 45686

AREA KEY:
NEIGHBOURING TITLES*
SCOPE OF WORKS / OWNER'S TITLE*
COMMON AREA* NEW WORKS
*ZONES SHOWN NOMINALLY AND ARE INDICATIVE / FOR INFORMATION ONLY. REFER EACH TITLE PLAN FOR CONFIRMATION OF THIS INFO. THESE DRAWINGS DO NOT SUPPLEMENT OTHER CONTRACTUAL DOCUMENTS. OWNERS MUST CONSULT WITH LEGAL CONVEYANCER ETC.

Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Roof - Existing
Project number 2001
Project Issue Date 2020.07.14
A-104
Revision
Scale 1 : 100
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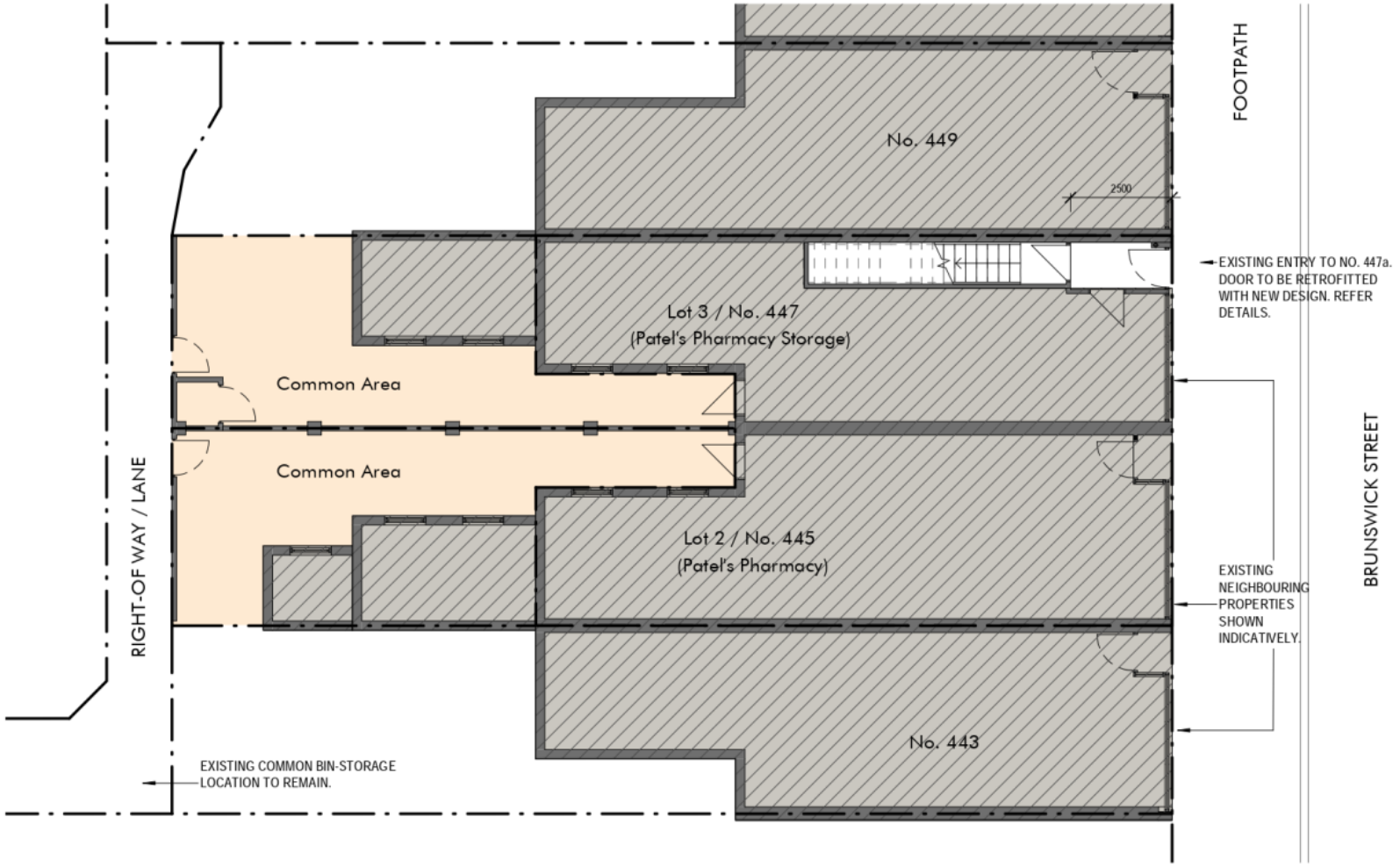
Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



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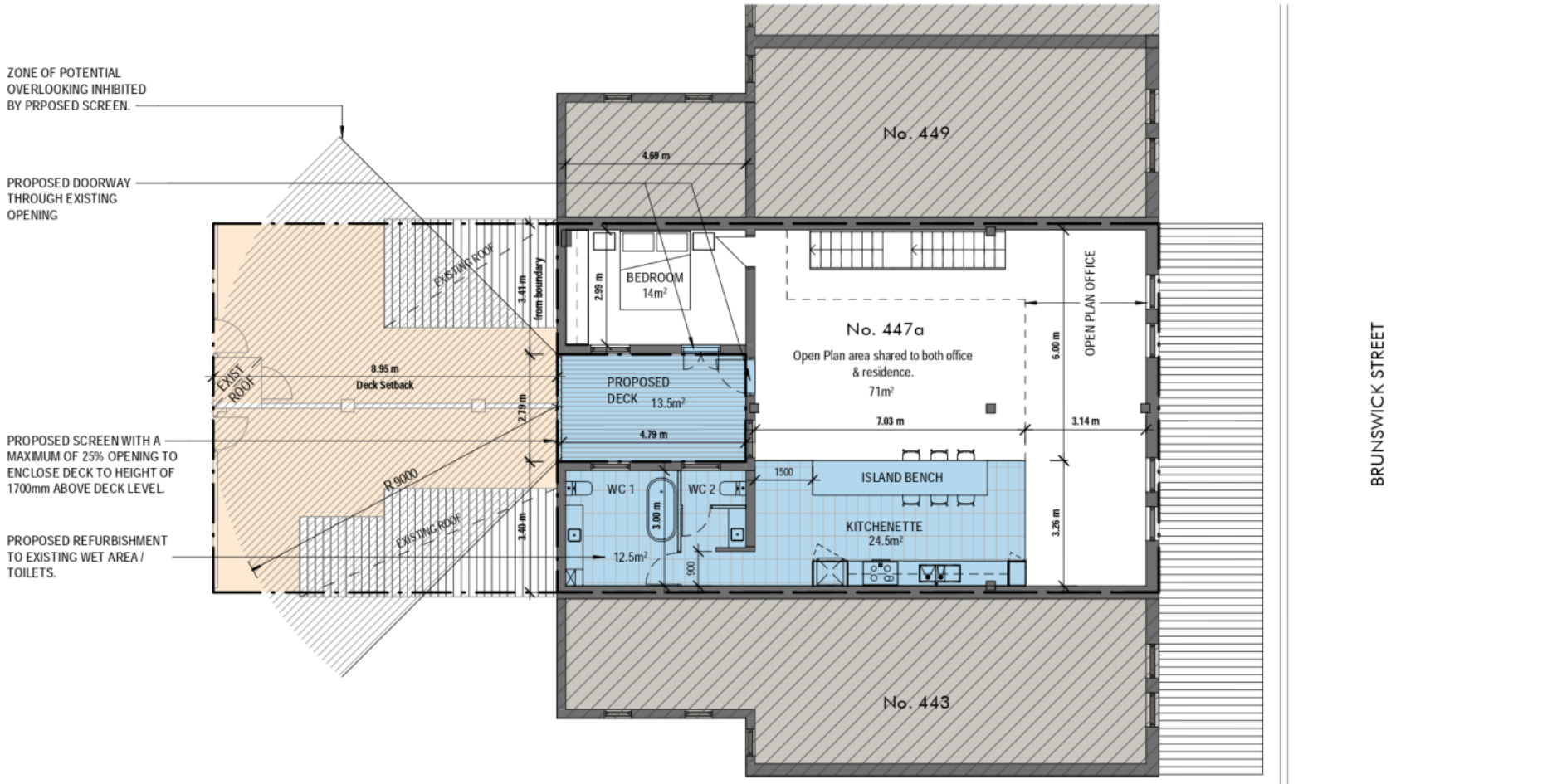
REGISTERED Building Practitioner
Practitioner Registration no. in the state of Victoria DP-AD 45586

AREA KEY:
NEIGHBOURING TITLES*
SCOPE OF WORKS / OWNER'S TITLE*
COMMON AREA* NEW WORKS
*ZONES SHOWN NOMINALLY AND ARE INDICATIVE / FOR INFORMATION ONLY. REFER EACH TITLE PLAN FOR CONFIRMATION OF THIS INFO. THESE DRAWINGS DO NOT SUPPLEMENT OTHER CONTRACTUAL DOCUMENTS. OWNERS MUST CONSULT WITH LEGAL CONVEYANCER ETC.

Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Ground Floor - Proposed / New Works
Project number 2001
Project Issue Date 2020.07.14
A-110
Revision
Scale 1 : 100
0 1 2 3 4 5 m

Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



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No. Description Date

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AREA KEY:
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SCOPE OF WORKS / OWNER'S TITLE*
COMMON AREA* NEW WORKS
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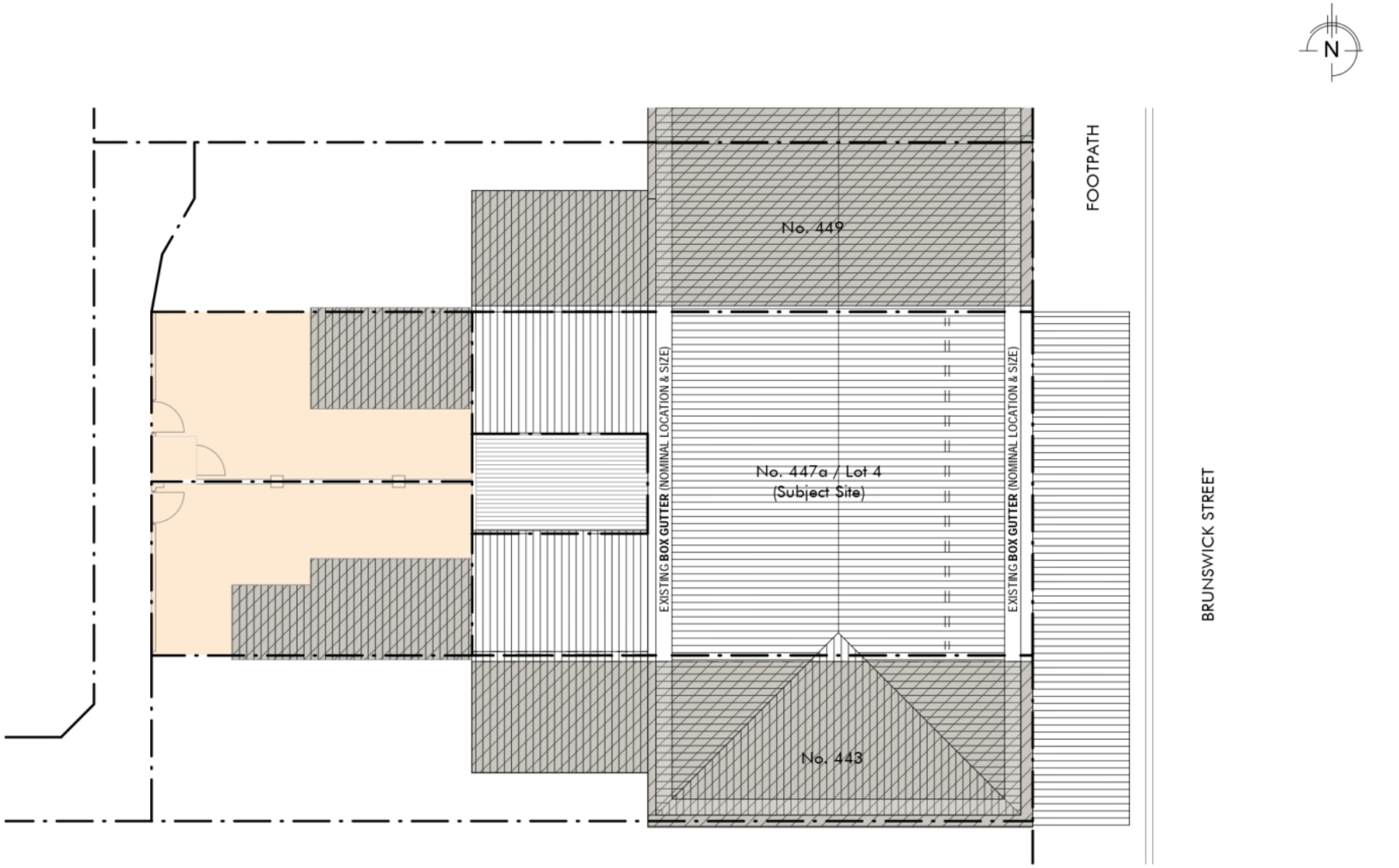
Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Level 1 - Proposed / New Works
Project number 2001
Project Issue Date 2020.07.29
A-111
Revision
Scale 1 : 100
0 1 2 3 4 5 m

Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



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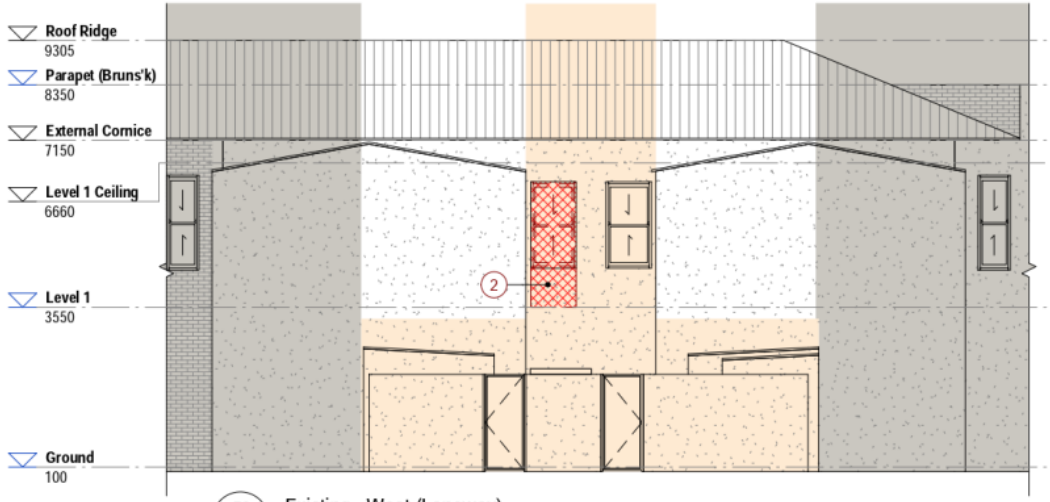
Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Roof - Proposed
Project number 2001
Project Issue Date 2020.07.14
A-113
Revision
Scale 1 : 100
0 1 2 3 4 5 m

Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans

E1 Existing - East (Streetscape)
Scale 1 : 100

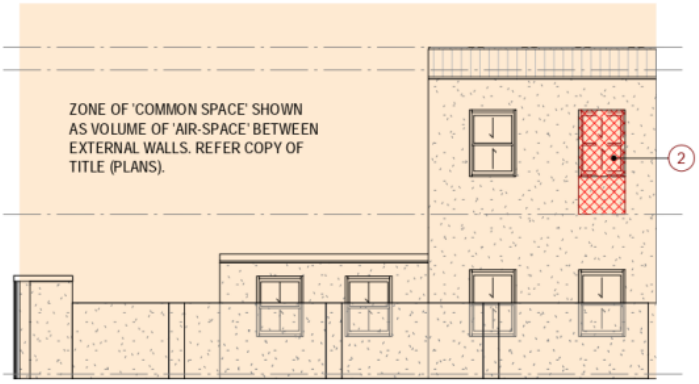
E3 Courtyard Elev 1 - Looking South
Scale 1 : 100



E2 A-102 Existing - West (Laneway)
Scale 1 : 100

DEMOLITION LEGEND

1. Remove internal wall. Prop and support ceiling / roof as required.
2. Remove window brickwork down to level 1 floor level.



E4 A-102 Courtyard Elev 2 - Looking North
Scale 1 : 100

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AREA KEY:
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SCOPE OF WORKS / OWNER'S TITLE*
COMMON AREA* NEW WORKS
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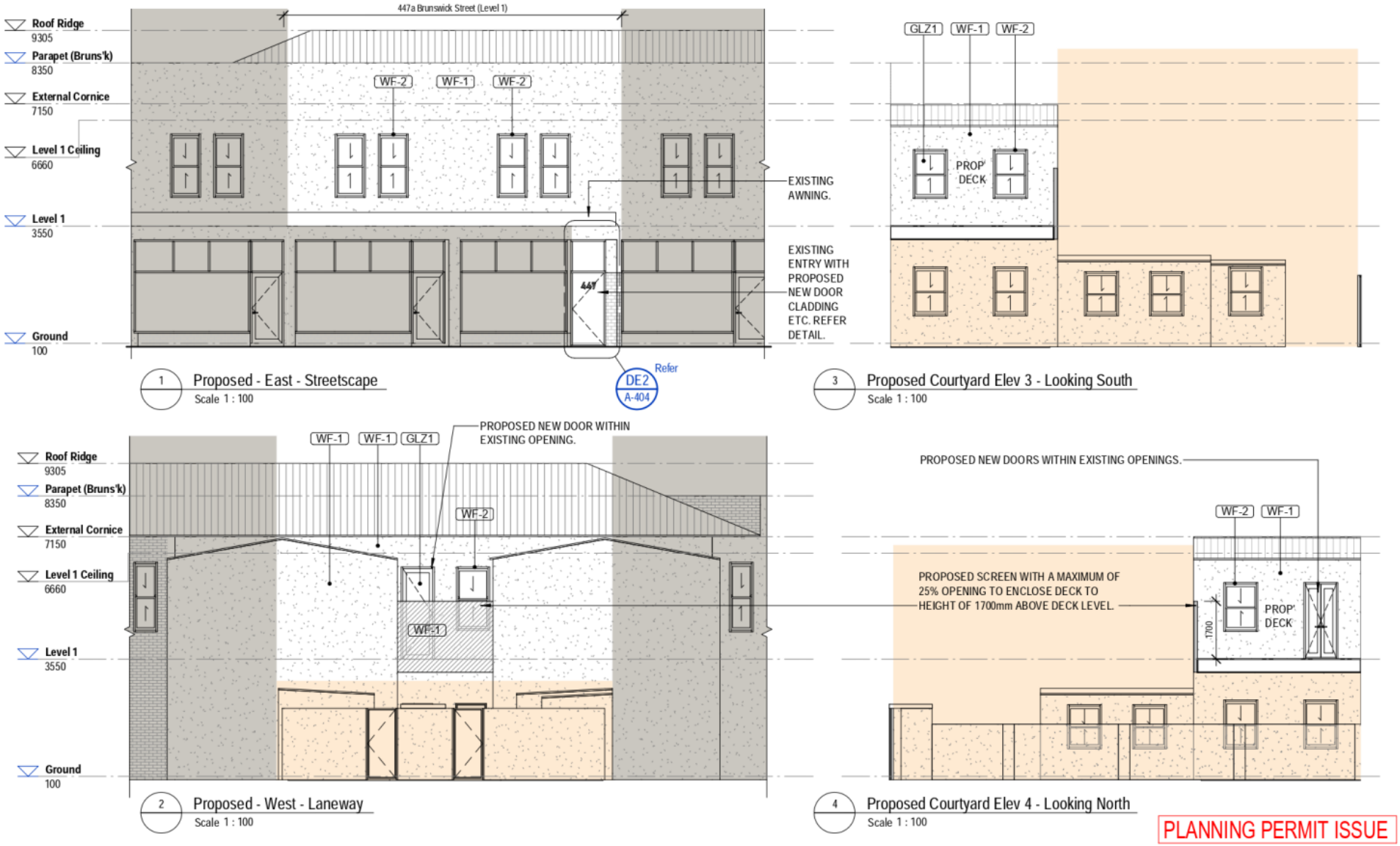
Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Elevations - Existing & Demo
Project number 2001
Project Issue Date 2020.07.14
A-401
Revision
Scale 1 : 100

Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans

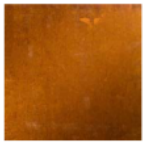
External Finishes:

WF-1
External Finish:
Applied to existing & new rendered walls.

Paint Finish:
Porters 'Old Stone' / Eggshell

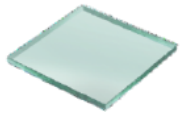
WF-2
External Paint finish:
Windows frames & flashings

Paint Finish:
Porters Black Cockatoo



ME-1
Steel Plate finish:
To secure entry door.

Finish / metal type:
Core-10.



GLZ1
Clear Vision glass

(in accordance with Energy Rating Report & Glazing Schedule)

Internal Finishes:

PF-1
Internal plastered walls:

Paint Finish:
Porters 'Old Stone' / Eggshell

PF-2
Pressed Tin ceilings with **Paint finish.**

Finish:
Porter's Liquid copper/green patina

Joinery Finishes:

JF-1
Joinery Finish:
All outward facing joinery surfaces including edges of doors & drawers.
Excludes Benchtops.

Paint Finish applied:
Porters Black Cockatoo

JF-2
Joinery Finish:
Benchtops.

Paint Finish:
TBC

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Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

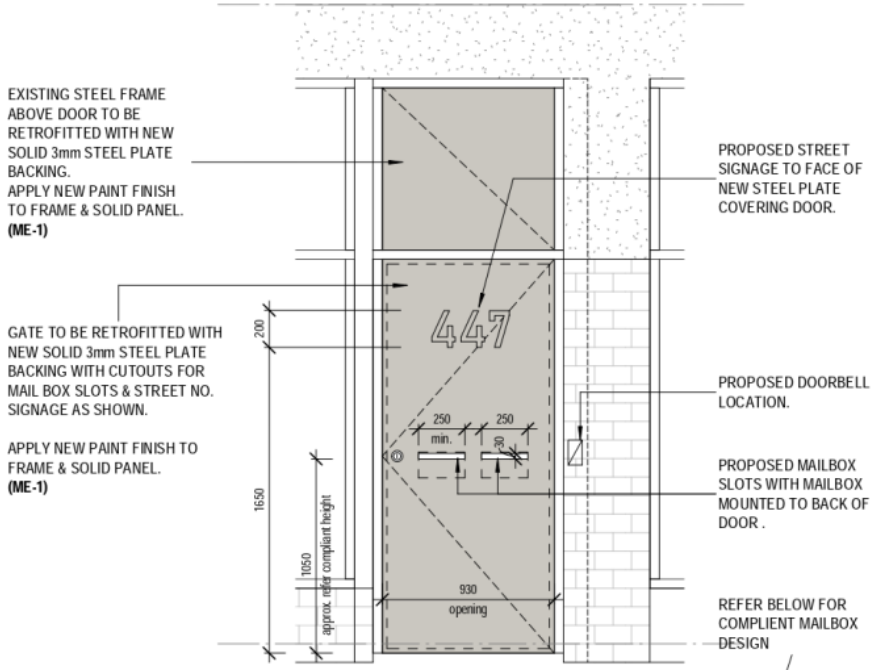
Materials Palette

Project number	2001
Project Issue Date	2020.07.14

A-403

Revision
Scale 1 : 100

Attachment 1 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street Fitzroy - Advertising S52 - Plans



DE2 / A-402 **Detail Elev 2 - Proposed Entry Gate**

Scale 1 : 25

APPENDIX 2 – STREET MAIL SERVICE – CONDITIONS OF DELIVERY

Size of mail boxes

Australia Post delivers only into mail boxes of an approved size. Mail box apertures may be either horizontal or vertical. Australia Post recommends a separate aperture, box or tube to accommodate newspapers and non-mail articles.

Dimension	Approved size
Internal width (left to right)	At least **230** mm
Internal depth (front to back)	At least **330** mm
Internal height	At least **160** mm
Horizontal aperture	At least **230** mm X **30** mm. At least **130** mm above internal base
Vertical aperture	At least **330** mm X **30** mm. At least **40** mm above internal base
Elevation of aperture above ground level	Single mail box – between **900** mm and **1200** mm Group of mail boxes – between **600** mm and **1600** mm

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Project Description
Refurbishment of Existing Level 1 Tenancy
Client Name
Julian DeCrespigny
Project Address
447a Brunswick Street
Fitzroy VIC 3065

Detail Elevations

Project number	2001
Project Issue Date	2020.07.14

A-404

Revision
Scale 1 : 25

Attachment 2 - PLN20/0365 - 447A Brunswick Street & Common Property of 445-447 Brunswick Street Fitzroy - Melbourne Water Referral Comments

Melbourne Water

23 November 2020

Jacob Martin
Yarra City Council
333 Bridge Road
Richmond VIC 3121

Dear Jacob,

Proposal: Planning permit for development
Site location: Lot No 4, 445 BRUNSWICK STREET FITZROY 3065

Melbourne Water reference: MWA-1192008
Date referred: 17/11/2020

Our Decision

Melbourne Water, pursuant to Section 56(1) of the Planning and Environment Act 1987, does not object to the proposal, subject to the following conditions:

Conditions

1. Proposed new door on ground floor will need to be flood proofed.

Advice

The applicable flood level is 23.66 metres to Australian Height Datum (AHD).

To access more information regarding other services or online applications that Melbourne Water offers please visit our website.

For general development enquiries contact our Customer Service Centre on 131722.

Regards,

George Lattouf
Development Planning Services

Melbourne Water ABN 81 945 386 953
990 La Trobe Street Docklands VIC 3008
PO Box 4342 Melbourne VIC 3001 Australia
T 131 722 F +61 3 9679 7099
melbournewater.com.au

Attachment 3 - PLN20/0365 - 447A Brunswick Street and Common Property of 445 - 447 Brunswick Street - Site Location Plan

Subject Land: 447A Brunswick Street & Common Property of 445-447 Brunswick Street, Fitzroy VIC 3065

North ↑ **Subject site:**

6.8 PLN20/0245 - 6-4 St Heliers Street, Abbotsford - Part demolition and removal of vegetation, to allow for upgrade works to extend / renew the existing car park, including a new vehicle entrance and modification to a road in a road zone.

Executive Summary

Purpose

1. This report provides Council with an assessment of planning permit PLN20/0245 and recommends approval subject to conditions.

2. The application was called up to PDC by Councillor Amanda Stone.

Key Planning Considerations

3. Key planning considerations include the following:

   (a) Clause 15.01 – Urban environment

   (b) Clause 18.02-4S – Car Parking

   (c) Clause 21.07-2 – Yarra River, Merri Creek and Darebin Creek

   (d) Clause 42.03 – Significant Landscape Overlay (Schedule 1)

Key Issues

4. The key issues for Council in considering the proposal relate to:

   (a) strategic policy;

   (b) removal of vegetation; and

   (c) objector concerns.

Submissions Received

5. One letter of support and two objections were received to the application, raising the following issues (summarised):

   (a) Traffic and car parking as a result of the reduction in the number of parking bays currently provided;

   (b) No area designated as a pick-up and delivery area;

   (c) The lack of a pedestrian crossing on Clarke Street results in inappropriate pedestrian behaviour; and

   (d) Dumping of rubbish on surrounding streets.

6. One objector, like the supporter, expressed their support for the relocation of the primary entrance to Johnston Street and away from St Heliers Street.

Conclusion

7. Based on the following report, the proposal is considered to comply with the relevant planning policy and should therefore be supported, subject to conditions:

CONTACT OFFICER: **John Theodosakis**
TITLE: **Principal Planner**
TEL: **92055307**

6.8 PLN20/0245 - 6-4 St Heliers Street, Abbotsford - Part demolition and removal of vegetation, to allow for upgrade works to extend / renew the existing car park, including a new vehicle entrance and modification to a road in a road zone.

Reference	D20/166673
Author	John Theodosakis - Principal Planner
Authoriser	Senior Coordinator Statutory Planning

Ward:	Langridge
Proposal:	Part demolition and removal of vegetation, to allow for upgrade works to extend and renew the existing car park, including roadworks to a road in a road zone, Category 1.
Existing use:	Abbotsford Convent Car park
Applicant:	John Di Natale – Abbotsford Convent Foundation
Zoning / Overlays:	Special Use Zone – Schedule 4; Road Zone – Category 1 Heritage Overlay – Schedule 9 and part Victoria Heritage Register - H0951; Significant Landscape Overlay – Schedule 1.
Date of Application:	06 January 2020
Application Number:	PLN20/0245

Background

Aboriginal Cultural Heritage Significance

1. The subject site is located within an area of Aboriginal Cultural Heritage Sensitivity. A subsequent section of this report determines that a Cultural Heritage Management Plan is not required for the subject application.

Stage 1 works

2. Planning permit No. PLN19/0693 was issued on 06 January 2020 for *'Part demolition, buildings and works associated with road works'* at the Road Seg. of 436-452 Johnston Street, Abbotsford. This has been issued with the intent of facilitating traffic signalization at the proposed intersection associated with the Johnston Street vehicle access point to the north of the car park (see Figure 1). The traffic signals on the northern side have formed part of this planning permit, on the Computershare site to the north of Johnston Street and opposite side of the carpark, whilst those to the south of Johnston Street, that form part of the current planning application before Council will complete the works intended to create this intersection and vehicle entrance to the Abbotsford Convent carpark.

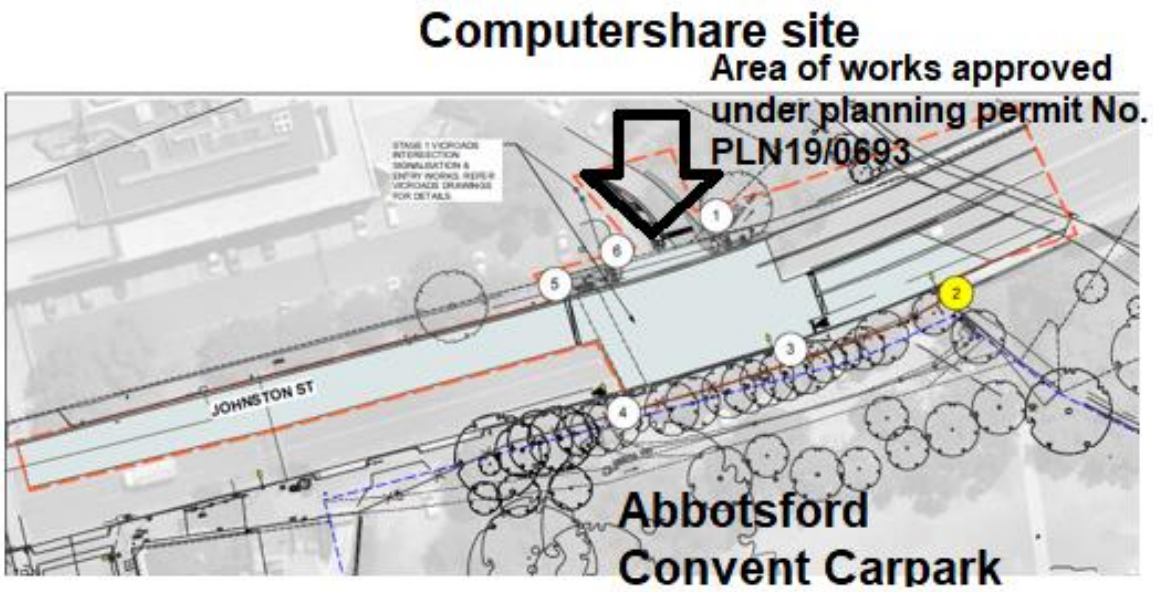

Figure 1. Location of traffic signals approved under Planning Permit No. PLN19/0693.

Application process

3. The application was lodged on 27th April 2020, and further information subsequently requested on 14th May 2020. The request was satisfied on 11th June 2020 and the application was advertised with 936 letters sent to the surrounding properties and with 5 signs displayed on site. At the time of writing this report, two (2) objections have been received and one letter of support. It is highlighted that all objectors and supporter were hand delivered their invitation to this meeting as these did not include an email.

4. Whilst this process was occurring, Officers sought and received advice from Council's Engineering and Strategic Transport Units, and Council's Arborist in relation to tree removal. The application was also referred externally to the Department of Transport.

The Proposal

5. The application is for partial demolition and removal of vegetation and creation of a new entrance in a road zone, to allow for upgrade works to extend the existing Abbotsford Convent Car Park. Essentially, the proposal includes the following, that are also known as the State 2 works linking those already approved as part of the Stage 1 development process associated with planning permit No. PLN19/0693:

   (a) The removal of vegetation (i.e. 13 "Melaleuca linarifolia" trees along the Johnston Street frontage/ south side of the road reserve, and 49 trees within the car park, of which 8 are Victorian natives (Sweet Pittosporum x 3, Gossamer Wattles x 3, Coast Wattle x 1, Sweet Bursaria x 1);
   (b) partial demolition of the northern half of the car park surface to make way for its reconfiguration and renewal;
   (c) The demolition of the steel rail and wire mesh fence on the south side of Johnston Street;
   (d) The construction of a new vehicle crossover to Johnston Street to provide entry to the Abbotsford Convent Car Park (traffic light controlled) that will link this with the Stage 1 development works approved at the Computershare site approved under planning permit No. PLN19/0693;
   (e) Entry into and exit from the convent car park controlled by two lanes with electronic ticketing boom gates;
   (f) Provision of new car park access lanes in the northern part of the car park;

(g) The southern part of the car park sealed and formally laid out and the existing bitumen sealed with the northern part of the car park modified to accommodate the new entry and circulation arrangements identified at Figure 3;
(h) A provision of 212 car parking spaces line-marked, inclusive of 6 accessible spaces and 2 short-term pick-up/drop-off spaces;
(i) Provision of a storm water drainage system, incorporating on-site retention and filtration areas;
(j) Dedicated pedestrian access from Johnston Street and St Heliers Street provided centrally through the car park and at the north east/eastern boundary of the site;
(k) The planting of a total of 105 replacement trees is proposed that include 86 canopy trees (Eucalyptus - Red Gum, Yellow Box, Red Box) up to 30m height on maturity and 19 smaller trees (Acacia and he Oak) of 8 - 9m height on maturity;
(l) Areas designated for the provision of art installations (sculptures) at the Johnston Street interface ranging between 31m in length and 5m in height (see Figure 4);
(m) Provision of one business identification sign of 3sq.m. (see Figure 4);
(n) Installation of bollards / fencing along the perimeter of the northern and southern perimeters of the site, and north side of the car spaces (labelled as the *17 No. Parking Spaces* on the Proposed Works Plan).

6. With the above in mind, the existing car park will be modified from (Figure 3):

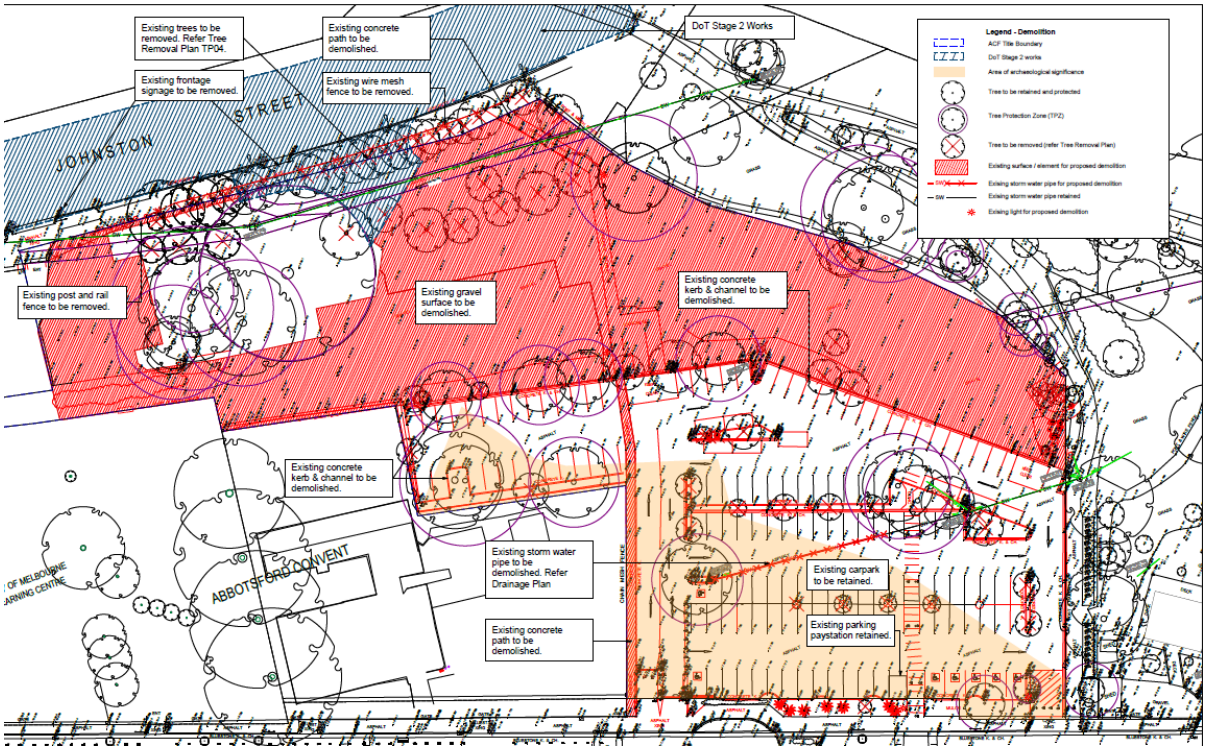

Figure 2. Existing layout identifying areas of the car park to be demolished.

7. To (Figures 3 and 4):

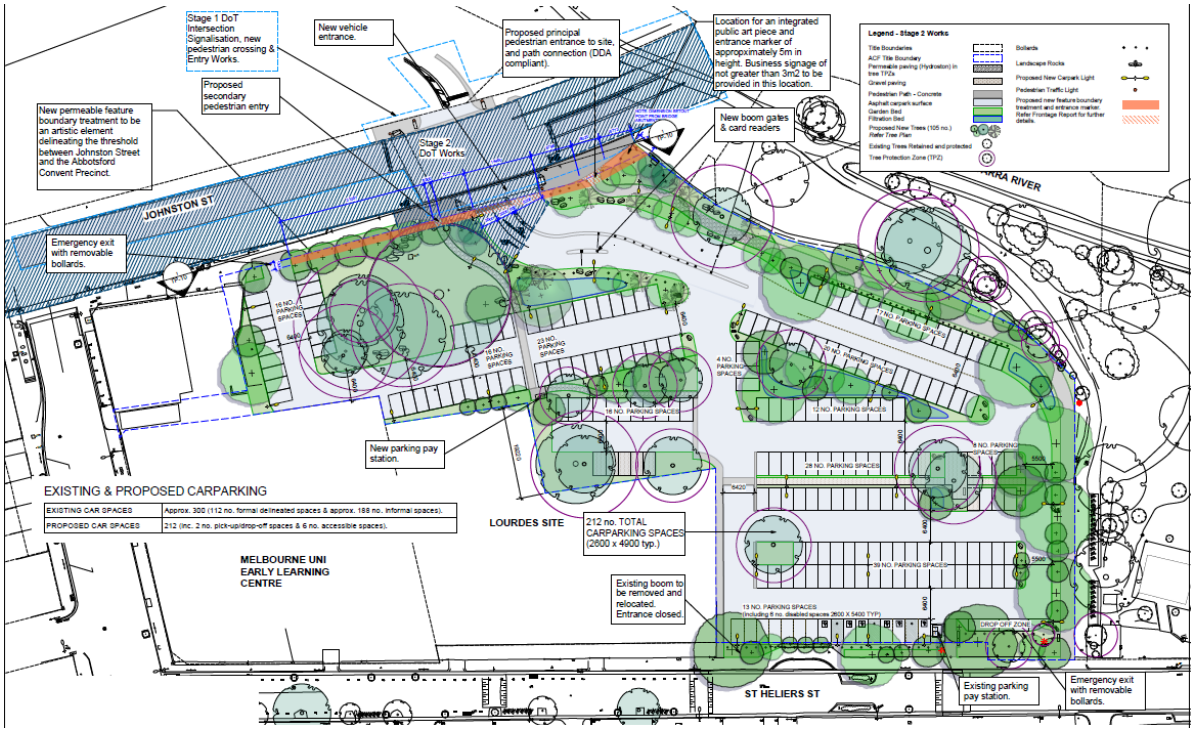

Figure 3. Proposed layout

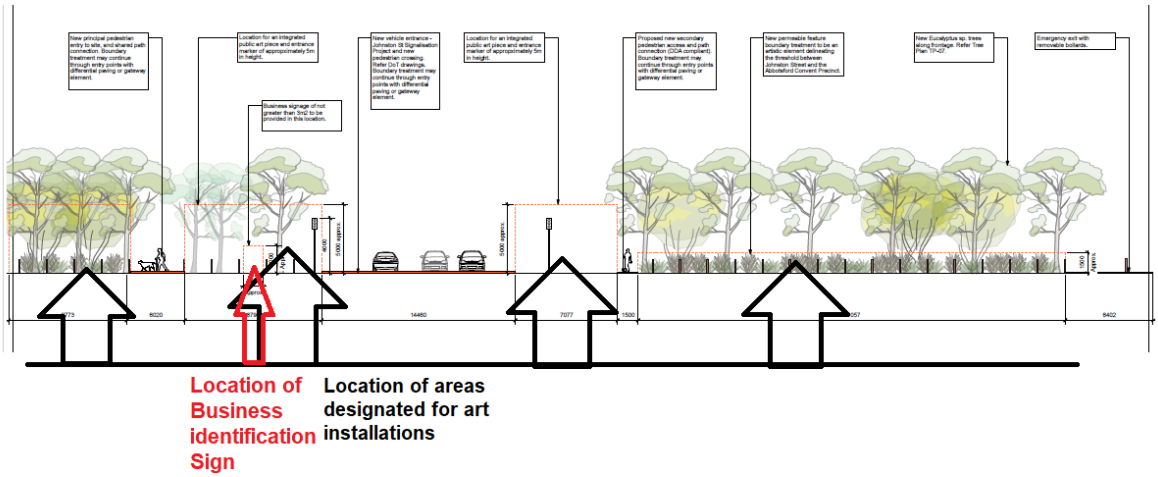

Figure 4. Johnston Street interface showing locations designated for art installations and business identification sign.

Existing Conditions

Subject Site

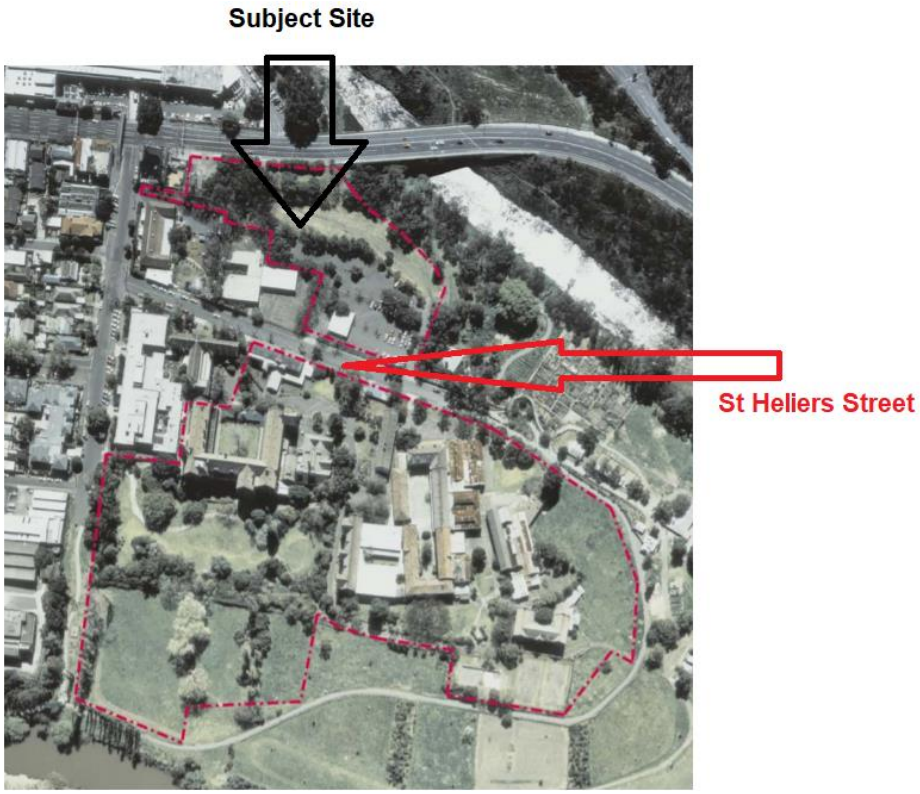

Figure 5. Aerial of Abbotsford Convent precinct identifying Subject Site / car park and St Heliers Street for context.

8. The Abbotsford Convent precinct is generally bounded by Johnston Street in the north, the Yarra River to the east and south and Clarke Street to the west. St Heliers Street separates the northern portion of the precinct, which contains the existing open air car park (i.e. the subject site), from the southern portion, which contains the various buildings and gardens that comprised the former convent. Clarke Street and St Heliers Street are the existing means of vehicle access to the existing car park.

9. The Abbotsford Convent entrance is from St. Helliers Street (that physically ends at the Collingwood Children's farm entrance, although the road reserve continues 'on title' and cuts the farm in half). The existing car park (Certificate of Title Volume No. 10894 and Folio No. 151 has a frontage to Johnston Street of approximately 93 m. This parcel of land also has a frontage of approximately 75m to St Heliers Street. The title limits the use of the land 'solely for car parking purposes'.

10. The car park contains a mix of formal and informal car spaces, with approximately 112 car spaces formally set out and delineated in the southern portion of the site, which is sealed. Boom gates with ticket machines control all car access from St Heliers Street (one lane in and one lane out). Pedestrian access to the car park is available from St Heliers Street (2 points) and Johnston Street (2 points). There are numerous trees on the car park perimeter and within the car park. A shared pathway connection to the Main Yarra Trail exists on the eastern edge of the car park.

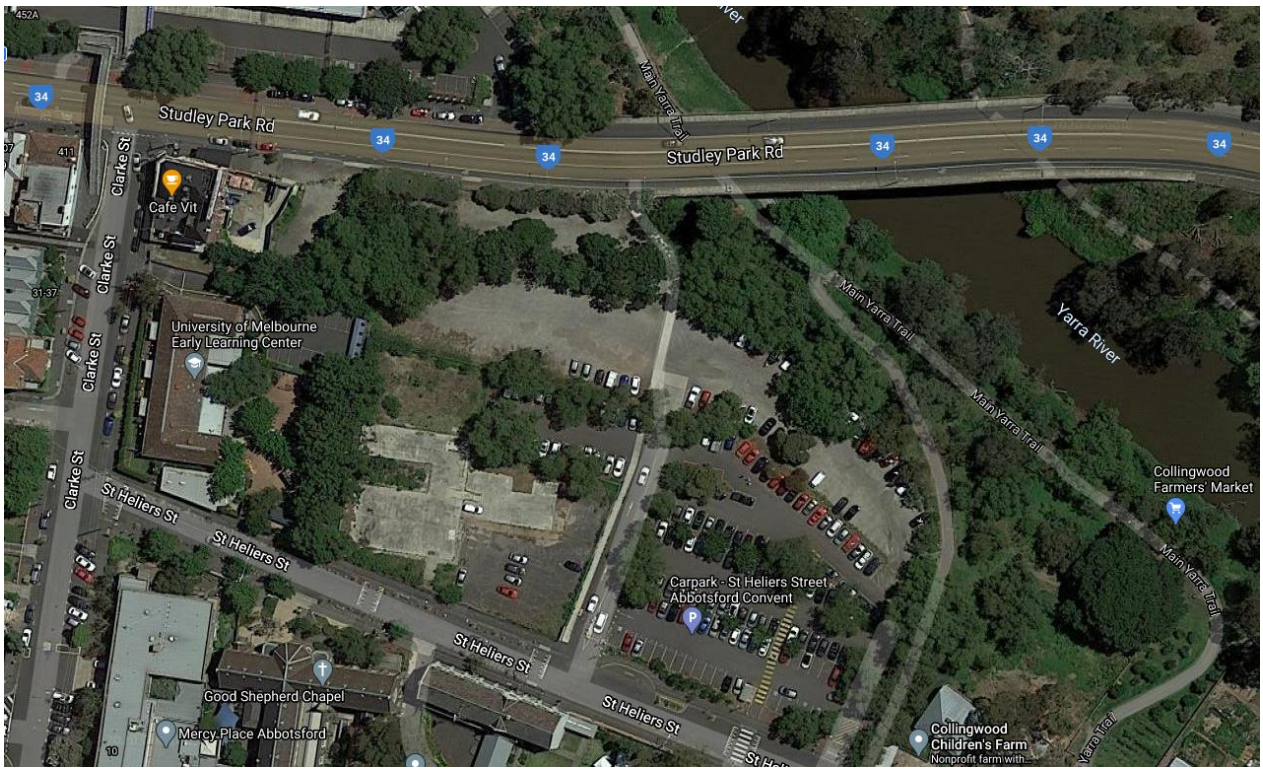

Figure 6. Aerial of Abbotsford Convent precinct identifying Subject Site / car park extracted from Google (map data 2020)

The Johnston Street frontage of the car park includes a steel rail and wire mesh fence and a number of paperbark trees with unused vehicle crossovers and an informal pedestrian entry near the western part of the site frontage.

Figure 7. Subject Site / car park along Johnston Street extracted from Google (image February 2020).

Surrounding Land

11. In a broad sense, Johnston Street is a main east-west road between Carlton and the Yarra River. At Abbotsford, Johnston Street connects to Studley Park Road, Kew and suburbs to the east. It presently provides two vehicle lanes and a bicycle lane west bound and a bus lane and vehicle lane that is east bound. Johnston Street is a clearway on the south side in the morning period and also on the north side in the afternoon peak period. Two hour parking is available adjacent to the kerb on both sides, outside of the clearway periods. Pedestrian pathways are provided on both sides of Johnston Street.

12. On the north side of Johnston Street commercial activities are predominant. Two large commercial enterprises are located on the northern side between the Yarra River and Trenerry Crescent (i.e. the Computershare site at No. 452 Johnston Street and Glaxo Smith Kline - GSK).

13. The Abbotsford Convent precinct extends over an area of approximately 7 hectares with the southern portion, containing all of the various buildings and gardens that comprise the former convent. The former convent is used as an arts, education and community precinct and is run by the Abbotsford Covent foundation. Markets are held on most weekends and there are a couple of eatery establishments (such as a bakery) within the grounds that operate during the week. The convent consists of several buildings in a landscape setting and is protected by heritage controls from Heritage Victoria. The main lawn area has an outlook over parts of the farm and towards the Yarra River.

14. The Main Yarra Trail used by cyclists and pedestrians is on the west bank of the Yarra River and extends to the north and south, below the Johnston Street bridge to the east of the car park. Further east is the Yarra River as it meanders around the eastern interface of Abbotsford. On the opposite side of the river, land rises steeply and is naturally vegetated with native species. It forms part of Yarra Bend Park, managed by Parks Victoria and located in the City of Boroondara.

Planning Scheme Provisions

Zoning

Special Use Zone (Schedule 4 – Former Convent of the Good Shepherd – St Helier's Street, Abbotsford)

15. The subject site is located in a Special Use Zone, and is subject to the controls detailed at Schedule 4 at Clause 37.01 of the Yarra Planning Scheme (the Scheme)

16. Pursuant to Schedule 4 at Clause 37.01-4 of the Scheme, a planning permit is required to construct a building or to construct or carry out works, except where they are generally in accordance with the approved Master Plan.

17. Pursuant to Clause 37.01-5 of the Scheme, sign requirements are at Clause 52.05. This zone is in Category 3 – High Amenity areas unless a schedule to this zone specifies a different category.

Abbotsford Convent Master Plan 2004-5

18. The Abbotsford Convent Master Plan (the 'Master Plan') is referenced in the Special Use Zone, Schedule 4 and the Significant Landscape Overlay, Schedule 1. The Master Plan area applies to the land owned by the Abbotsford Convent Foundation to the north and south of St Heliers Street as shown below:

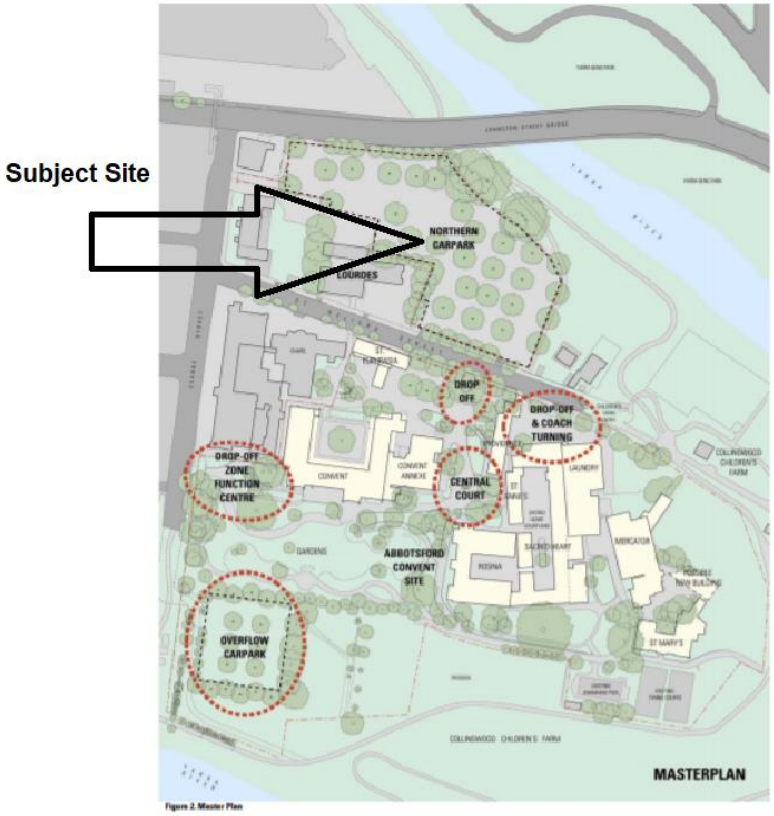

Figure 8. Abbotsford Convent Master Plan with car park area / subject site identified.

19. The master plan identifies the subject site as the principal carpark for the precinct and that *the amount of carparking provided on site as of 29 September 2005 is sufficient to meet the parking requirement of the Special Use Zone 4.* It also anticipates *that the current provision will be increased in a series of stages as funding permits and demand requires, such that adequate carparking is provided for the tenants on site at any time throughout the development of the precinct.*

Road Zone – Category 1 (RZ1)

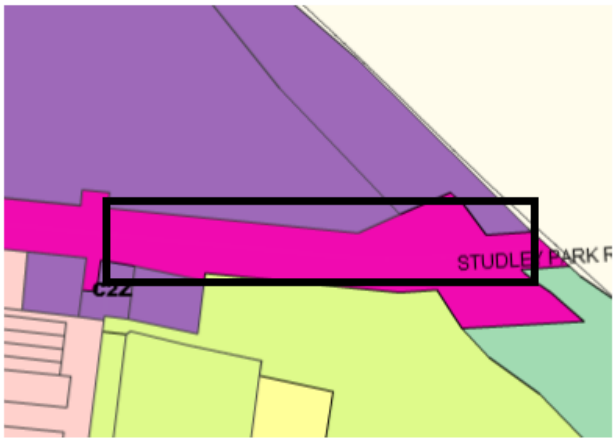

Figure 9. Road Zone identified in pink with portion of Subject Site in lime green to the south identifying Special Use Zone.

20. Pursuant to Clause 36.04-2 of the Scheme, a planning permit is required to construct or carry out works for a use in Section 2 of Clause 26.04-1 of the Scheme. Pursuant to Clause 62.01 the use of land for a Road does not require a permit. The road segment pertaining to Johnston Street is a Section 1 use and the roadworks do not require a planning permit under this zone.

However, there is a planning permit requirement for the removal of any trees in the road reserve (13 street trees) and any works adjacent to a road reserve are addressed separately.

Overlays

Heritage Overlay, Schedule 9 (part Victorian Heritage Register – VHR H0951)

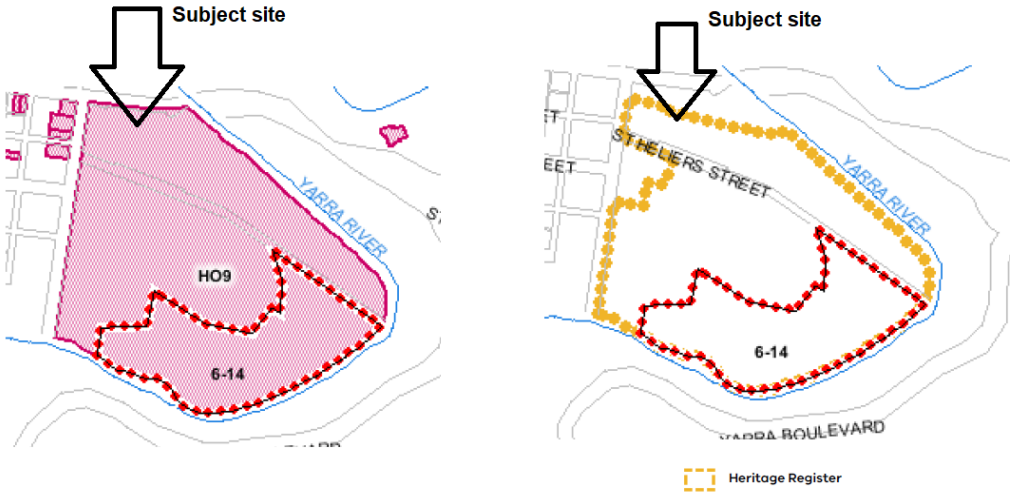

Figure 10. Heritage Overlay area and area included in the Victorian Heritage Register

21. Under Cause 43.01-1 of the Scheme, a permit is required for roadworks which change the appearance of a heritage place or which are not generally undertaken to the same details, specifications and materials. The southern part of the site is on the Victorian Heritage Register and clause 43.01-3 of the Scheme states that no permit is required under this overlay '*To develop a heritage place which is included in the Victorian Heritage Register…*'. However, the permit applicant will require separate permission from Heritage Victoria for the works.

22. The City of Yarra Review of Heritage Overlay Areas 2007 does not grade the subject site, being the car park, presumably as part of the site is on the Victoria Heritage Register. That said, permission under the Heritage Overlay is limited to northern section and street furniture such as the traffic signals and areas for art installations, including the construction and display of a sign.

Significant Landscape Overlay – Schedule 1 (SLO1 – Yarra (Birrarung) River Corridor Environs)

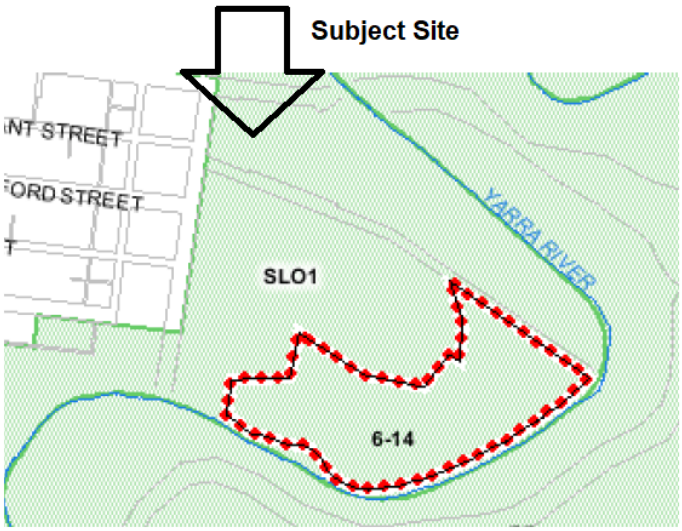

Figure 11. Significant Landscape Overlay in green

23. Pursuant to Clause 42.03-2 of the Scheme, a planning permit is required to construct a building or construct or carry out works, including fencing.

24. Clause 62.02-2 - *Buildings and works not requiring a permit unless specifically required by the planning scheme* specifically exempts roadworks and street furniture including postboxes, telephone booths, fire hydrants, bus shelters, shade sails, traffic control devices and public toilets on the road reserve.

Particular Provisions

Clause 52.05 – Signs (Category 3 – High Amenity Areas)

25. Pursuant to Clause 52.05-13 of the Scheme, a business identification sign is a Section 2 – permit required sign.

Clause 52.16 – Native Vegetation Precinct Plan.

26. Clause 52.16-1 specifies that this clause applies to land if a native vegetation precinct plan corresponding to that land is incorporated into this scheme and listed in the schedule to this clause. This does not apply to the subject area.

Clause 52.17 – Native Vegetation

27. Pursuant to clause 52.17-1 a permit is required to remove, destroy or lop native vegetation, including dead native vegetation. This does not apply:

    (a) If the table to Clause 52.17-7 specifically states that a permit is not required.
    (b) If a native vegetation precinct plan corresponding to the land is incorporated in to this scheme and listed in the schedule to Clause 52.16.
    (c) To the removal, destruction or lopping of native vegetation specified in the schedule to this clause.

28. The Arboricultural Assessment and Report by Glen Waters Arboriculture accompanying this application identifies eight Victorian Native trees to be removed those being #23 — in St Heliers St, #51, #58, #59, #61, #76, #79 and #89 and their removal is a further trigger for a planning permit under this clause.

29. Pursuant to Clause 52.17-2, an application to remove, destroy or lop native vegetation must comply with the application requirements specified in the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning 2017).

30. Clause 52.17-5 specifies the need to provide new planting to offset native vegetation losses.

Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

31. Pursuant to Clause 52.29 of the Scheme, a planning permit is required to create or alter access to a road in Road Zone Category 1 and an application must be referred to the Roads Corporation, in this instance being VicRoads. VicRoads has provided a response indicating support for the application subject to conditions.

General Provisions

Clause 65 – Decision Guidelines

32. The decision guidelines outlined at Clause 65 of the Scheme are relevant to all applications. Because a permit can be granted does not imply that a permit should or will be granted. Before deciding on an application, the Responsible Authority must consider a number of matters. Amongst other things, the Responsible Authority must consider the relevant State and Local Planning Policy Frameworks, as well as the purpose of the zone, overlay or any other provision.

Planning Policy Framework (PPF)

33. The following SPPF provisions of the Scheme are relevant:

Clause 12.01-1S – Protection of biodiversity

34. A relevant objective is "*to assist the protection and conservation of Victoria's biodiversity"*.

Clause 12.01-2S – Native vegetation management

35. A relevant objective is "*to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation"*.

Clause 12.03-1R – Yarra River Protection

36. The objective of this clause is *to maintain and enhance the natural landscape character of the Yarra River corridor*.

Clause 12.03-1S – River corridors, waterways, lakes and wetlands

37. A relevant objective is "*to protect and enhance river corridors, waterways, lakes and wetlands".*

Clause 12.05-1S - Environmentally sensitive areas

38. The objective of this clause is *to protect and conserve environmentally sensitive areas*.

Clause 15.01-1S – Urban Environment

39. The relevant objective of this clause is "*to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity"*.

Clause 15.03-1S - Heritage conservation

40. The objective of this clause is *to ensure the conservation of places of heritage significance.*

Clause 18.02-3S - Road system

41. The objective of this clause is *to manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.*

Local Planning Policy Framework (LPPF)

Clause 21 – Municipal Strategic Statements (MSS)

Clause 21.05-1 – Heritage

42. A relevant objective of this clause is *to protect and enhance Yarra's heritage places.*

Clause 21.06 – Transport

43. The relevant objective of this clause is '*to provide safe and convenient pedestrian and bicycle environments".*

Clause 21.07-2 – Yarra River, Merri Creek ad Darebin Creek

44. The objectives of this Clause are:

    (a) To balance the ecological and recreational potential of the waterway Corridors; and

    (b) To protect and enhance the environmental values of land within the waterway Corridors; and

Clause 21.08 – Neighbourhoods

45. The following is a relevant section extracted from within the description of Abbotsford:

    (a) The Collingwood Children's Farm and the Abbotsford Convent site comprise a regional arts and cultural destination. Care must be taken that future development of these facilities do not compromise the amenity of nearby residential areas.

46. The relevant built form strategy is to *ensure that development does not adversely affect the significance of the heritage place.*

Relevant Local Policies

Clause 22.02 – Development Guidelines for Sites Subject to the Heritage Overlay

47. This clause has the following objectives:

    (a) To conserve Yarra's natural and cultural heritage.

(b) To conserve the historic fabric and maintain the integrity of places of cultural heritage significance.
(c) To retain significant view lines to, and vistas of, heritage places.
(d) To preserve the scale and pattern of streetscapes in heritage places.
(e) To encourage the preservation, maintenance, restoration and where appropriate, reconstruction of heritage places.
(f) To ensure the adaptation of heritage places is consistent with the principles of good conservation practice.
(g) To ensure that additions and new works to a heritage place respect the significance of the place.
(h) To encourage the retention of 'individually significant' and 'contributory' heritage places.
(i) To protect archaeological sites of cultural heritage significance.

Clause 22.02-5.1 - Demolition

Full Demolition or Removal of a Building

48. A relevant objective of this clause is to *encourage the retention of original street furniture and bluestone road or laneway materials and details (where relevant).*

Clause 22.04 – Advertising Signs Policy

49. The objectives of this clause are:

(a) *To allow for the promotion of goods and services.*
(b) *To ensure that signs contribute to and do not detract from the visual amenity of commercial precincts, activity centres and residential areas.*
(c) *To minimise visual clutter.*
(d) *To ensure that signs are not the dominant element in the streetscape.*
(e) *To protect and enhance the character and integrity of places of heritage significance.*
(f) *To protect major view corridors and vistas.*
(g) *To maintain vehicular and pedestrian safety.*

Clause 22.08 – Protection of biodiversity

50. The objectives of Clause 22.08-2 of the Scheme are:

(a) *To protect and enhance Yarra's natural biodiversity.*

(b) *To protect the long-term survival and viability of remnant vegetation.*

(c) *To ensure the survival of indigenous species.*

(d) *To minimise the impacts of introduced flora and fauna on indigenous vegetation.*

(e) *To manage sites to allow for the natural regeneration of indigenous vegetation.*

Other relevant legislation

Aboriginal Heritage Act 2006 - Cultural Heritage Management Plan (CHMP)

51. The subject site is located within an area of cultural heritage sensitivity. The permit applicant in response to this component, provided a Desktop Historical Archaeological Assessment regarding archaeological structural remains and artefact deposits prepared by Ochre Imprints. As indicated earlier, part of this land is within the registered extent of the former Convent of the Good Shepherd which is listed on the Victorian Heritage Register as place H0951.

52. The concluding statement relating to the desktop analysis indicated that the greatest historical archaeological sensitivity is in the southern component of the carpark where there *may be archaeological structural remains and artefact deposits relating to its occupation from the mid nineteenth century to the early decades of the twentieth century*. This is recognised in the VHR listing which includes this area in the boundary of the site.

This area also accords with the least amount of fill on the earlier surface which means that any subterranean excavation for services, bollards, paths and relaying the surface of the carpark may have an impact on historical archaeological deposits.

53. In relaying this conclusion, Ochre Imprints indicated that *where works are not able to be confined to existing fill, a permit application will be required for impacts to the VHR:*

    (a) *The Permit application for VHR must outline management strategies for historical archaeology.*

54. *If it is likely that works will impact archaeologically sensitive deposits, a meeting will be required with Heritage Victoria to develop strategies for managing any archaeological deposits in the context of the excavation activity:*

    (a) HV may require test excavation in advance of development activities or monitoring during works if the works are minor

55. With the above in mind a note will remind the permit holder that separate permissions from Heritage Victoria must be sought.

Advertising

56. The application was advertised under the provisions of Section 52 of the *Planning and Environment Act (1987)* by 936 letters sent to surrounding owners and occupiers and by 5 signs displayed on site.

57. Council received 2 objections and 1 letter of support, the grounds of which are summarised as follows:

    (a) Traffic and car parking as a result of the reduction in the number of parking bays currently provided;

    (b) No area designated as a pick-up and delivery area;

    (c) The lack of a pedestrian crossing on Clarke Street results in inappropriate pedestrian behaviour; and

    (d) Dumping of rubbish on surrounding streets.

58. One objector, like the supporter, expressed their support of the relocation of the primary entrance to Johnston Street and away from St Heliers Street given that this would re-direct traffic to Johnston Street and away from residential streets to the west of the convent.

Referrals

External Referrals

59. Department of Transport.

Internal Referrals

60. The application was referred to the following units within Council:

    (a) Engineering Services Unit;

    (b) Arborist; and

    (c) Strategic Transport Unit.

61. Referral comments are included as attachments to this report.

OFFICER ASSESSMENT

62. The primary considerations for this application are as follows:

    (a) Policy and Strategic Policy;
    (b) Heritage;
    (c) Special Use Zone (SUZ) and Abbotsford Convent Master Plan;
    (d) Car Park Layout;
    (e) Significance Landscape Overlay (SLO);

(f) Business identification sign (Clauses 52.05 and 22.04) and
(g) Objections.

Policy and Strategic Support

63. It is the objective of clause 11.02-1S of the Scheme *"to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses."* This is further complemented with clause 19.02-3R which seeks to *"Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities"*

64. The subject site is an existing outdoor open air car park tailored to the car parking needs of the Abbotsford Convent that is used as an arts, education and community precinct and is run by the Abbotsford Covent foundation. With markets being a principal use of the weekends and eatery establishments (such as a bakery) within the grounds that operate during the week, the car park plays a significant part in assisting the operation of the Abbotsford Convent's array of uses.

Heritage

65. With the exception of vegetation removal that will be considered in a later section, the extent of demolition within the northern part of the car park is fully supported from a heritage perspective as it does not involve the removal of any significant or contributory element connected to the precinct.

66. It is submitted that various elements as these relate to the roadworks are considered to not be a subject relevant to the heritage provisions as these will not 'change the appearance of a heritage place'. In relation to H09, and the locations of the art installations (sculptures) and sign, the northern part faces Johnston Street which is part of a busy main road on the perimeter of the Convent precinct and these elements are considered and supported from a heritage perspective.

67. The location of the sign and areas intended for the art installations, location do not make a contribution to the Abbotsford Convent heritage buildings and the proposed road and infrastructure works will have no impact on its significance or cultural importance in this regard given the separation distance and location adjacent Johnston Street. For reasons detailed under the following heading, the locations of the traffic lights, the boom gates, and car park entrance in general is supported.

68. From a heritage perspective, it is reiterated that separate permissions with further regard to the *Aboriginal Heritage Act 2006* will be required to be sought from Heritage Victoria before any works can proceed.

Special Use Zone (SUZ) and Abbotsford Convent Master Plan

69. The SUZ decision guidelines directs the Responsible Authority to focus on the provision of landscaping and the possible effect the proposed buildings and works have on the amenity of the neighbourhood. It also aims to implement the Abbotsford Convent Master Plan at Schedule 4. The car park is a key component for the operation of the Convent and adjacent community areas and public spaces. Some of the key findings in the Master Plan include:

(a) *The need for public awareness, access, circulation networks/paths and car parking should also address the needs of users of the convent and those of current and potential users of other attractions in the locality.*
(b) *The entry procedure requires careful management from the arrival point to build an awareness of the landscape.*
(c) *Carparking should be concentrated in one or two areas and be landscaped to properly recognise vistas, sightlines, heritage features and the landscape.*

70. The Master Plan objectives include:

    (a) encouraging public access,
    (b) providing car parking in a practical, efficient and unobtrusive manner and
    (c) providing access points (to the precinct) around the perimeter of the site.

71. The proposal includes demolition works associated with the existing car park surface and vegetation removal to allow for access changes to align the existing entry/exit to the traffic signals approved as part of the Stage 1 works associated with the Computershare site under planning permit No. PLN19/0693.

    These works, together with the signalization of this entry point will facilitate safer movement of vehicles and pedestrians in and out of the car park from Johnston Street. The removal of the vehicle access point from St Heliers Street, has been considered and supported by Council's Engineer further indicating that the two boom gates would be providing sufficient queuing storage without impacting the operation of Johnston Street.

72. The details of the Master Plan in relation to 'Vehicle Circulation & Car Parking' identified Clarke Street and St Heliers Street as the access point to the car park, it also indicates that signalization of the Clarke Street /Johnston Street could occur and that the principal car park on the north side of St Heliers St 'should be sufficient to meet the car parking requirements of Special Use Zone 4.'

73. The permit applicant has indicated that an analysis of various options to provide better vehicle access to the Convent precinct, subsequent to the approval of the Master Plan, by GTA/Cardno has concluded that the creation of a new entry directly from Johnston Street into the car park provides the best traffic management solution. The Transport Impact Assessment report by One Mile Grid, also assesses the proposed car parking provision and concludes it is adequate and consistent with state and local planning policy. Council's Engineer has also reviewed the plans and report and supports this location, including the reconfiguration and onsite, line-marked provision of 212 car spaces.

74. The Master Plan also provides guidance on the 'front door' of the precinct and visitor circulation. It notes that the ACF is committed to a vehicle free pedestrian zone with car parking at the periphery of the site. It is intended that the pedestrian zone within the precinct will tie into the local pedestrian and cycle path network along the east side of the car park.

75. It is agreed by Council Officers that the new car park entry, provides a major opportunity to better promote the precinct's identity, and establish a type of gateway to the north of a non-sensitive interface, and in a location well removed from the heritage graded, buildings within the Abbotsford Convent complex.

76. The provision of an art/sculptural installation and integrated business identification sign, will better identify the subject site as a cultural arts precinct stitching the car park to the broader complex through enhancing the identity of the entrance and directing traffic to the north of the car park, away from Clarke Street to the west and St Heliers Street to the south. The pathways to be provided facilitate direct connections between the local pathway networks to the north and south and west of the river. Overall, it is considered that the proposal is consistent with policy embedded in the SUZ and consistent with the purpose and intent of the Master Plan.

77. It is submitted that the works proposed will have no impact on the River's landscape, will not affect the river function nor cause any visual intrusion. The infrastructure to be provided relates to functional and safety requirements, surface treatment and will primarily occur with the road reserve of Johnston Street and within the car park.

78. The roadworks proposed within the Johnston Street road reserve do not require a permit in respect of the Road Zone 1 (Clause 62.01), but are subject to the permit requirements under Clause 42.03 Significant Landscape Overlay, Schedule 1. SLO1 relates to the Yarra River environs and primary concerns (and decision guidelines) of the overlay provisions are vegetation removal and the maintenance of the river corridor landscape quality. These matters will be considered later in the report.

Car Park Layout

79. The works proposed to provide the intersection are associated with traffic control and main road management and entrance into and out of the car park and new road and paving, including boom gates will not have any material impact on the overall landscape quality of the Yarra River corridor. Council's Engineer is in full support of the layout with regard to the car park entrance via Johnston Street, control of the intersection with car park boom gates, the at-grade spaces and aisle widths and has provided advice in relation to each component as attached to this report, and demonstrate full compliance with the provisions at Clause 52.29 of the Scheme.

    The works include a new vehicle entry and modifications to align the car park (lane marking and signal activation) with the entrance point to the Computershare site to the north of Johnston Street. These works, together with the signalization of this entry point will facilitate safer movement of vehicles and pedestrians.

80. The roadworks proposed within the Johnston Street road reserve do not require a permit in respect of the Road Zone 1 (Clause 62.01), but are subject to the permit requirements under Clause 42.03 Significant Landscape Overlay, Schedule 1. SLO1 also applies to the car park, and even more broadly the Abbotsford Convent Precinct. SLO1 relates to the Yarra River environs and primary concerns (and decision guidelines) of the overlay provisions are vegetation removal and the maintenance of the river corridor landscape quality.

81. In relation to H09, the identified works are all limited to the area of the car park that does not make a contribution to the Abbotsford Convent heritage buildings. As such, the proposed road and infrastructure works will have no impact on the site significance or cultural importance in this regard. In relation to Clause 52.29 of the Scheme, the proposed introduction of the proposed roadworks to facilitate a new vehicle entrance and the impact of this new intersection on the operation of Johnston Street has been supported by Council's Engineering Services Unit. The Department of Transport have also provided advice in support subject to conditions that can form part of any planning permit.

    Significant Landscape Overlay

82. With regard to vegetation removal, it is proposed to remove 13 "Melaleuca linarifolia" trees along the Johnston Street frontage/ south side of the road reserve, and 49 trees within the car park.

83. Landscape character objectives outlined in Schedule 1 to the SLO which are relevant to this application aim;

    (a) *To protect and enhance the natural landscape character of the Yarra River corridor where the river, its topography, adjacent public open space and a continuous corridor of vegetation and canopy trees are the dominant features;*
    (b) *To protect, rehabilitate and expand a continuous corridor of riparian and indigenous vegetation using appropriate indigenous species;*
    (c) *To protect and enhance both terrestrial and aquatic habitat to allow the movement of wildlife within the Yarra River corridor; and,*
    (d) *To retain exotic vegetation of heritage or neighbourhood character where it contributes to landscape significance.*

84. An arborist report, prepared by Glenn Waters (dated 14 March 2020) outlined the inspection of 109 trees forming the combined number of those in the Johnston Street reserve and within the carpark. From this inspection, 62 trees have been identified for removal, with some identified as being Victorian natives (i.e. # 76 #79 and #89 Sweet Pittosporum #51, #58, and #59 Gossamer Wattles, #61 Coast Wattle, #23 Sweet Bursaria x 1)

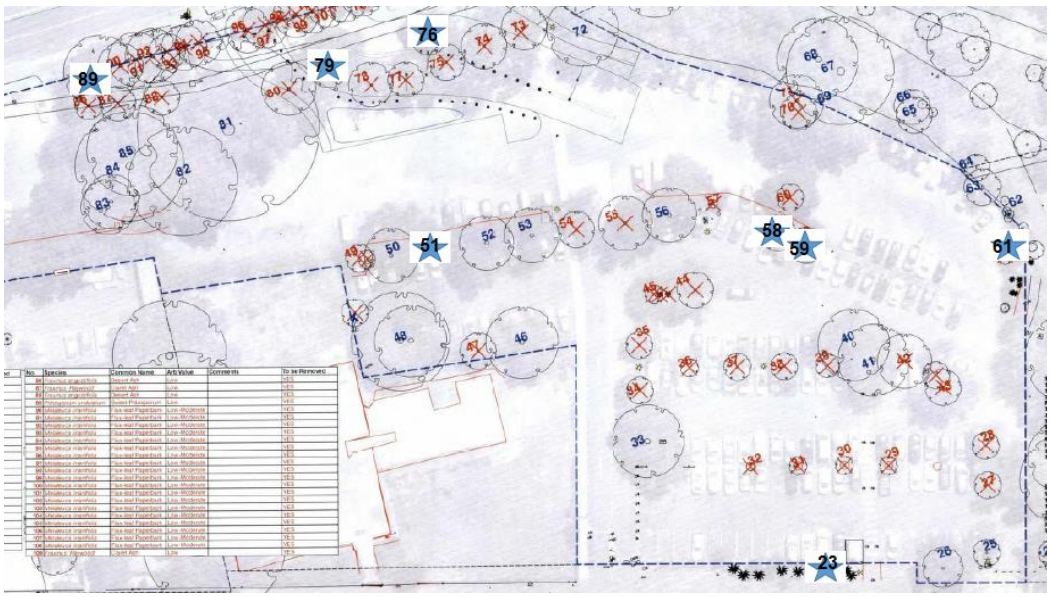

Figure 13. Tree removal plan with emphasis on the locations of native trees to Victoria.

85. The arborist report submitted with the application identifies that the Gossamer and Coast Wattles are a recognised 'weed' species. The remainder have been identified as having low to moderate health with low arboricultural value.

86. In terms of a weed species, this is defined as any plant that requires some form of action to reduce its effect on the economy, the environment, human health and amenity. Weeds are also known as invasive plants. Weeds typically produce large numbers of seeds, assisting their spread. They are often excellent at surviving and reproducing in disturbed environments and are commonly the first species to colonise and dominate in these conditions. A weed can be an exotic species or a native species that colonises and persists in an ecosystem in which it did not previously exist. Weeds can inhabit all environments; from our towns and cities through to our oceans, deserts and alpine areas.

87. A 'common' species is a plant that is 'common to the surrounding area' and not classified as a 'weed'.

88. Given the nature of the Abbotsford Convent complex and the fact that it is a hub for the arts, an upgrade to the car park that reduces traffic volumes along St Heliers Street and directs traffic to and from Johnston Street, is a much expected and better outcome. As such, the removal of trees to facilitate the renewal of the car park is supported.

89. Council's Arborist has reviewed the arborist report submitted with the application and has no objection to the vegetation removal and whilst any vegetation loss is unfortunate, there is significant landscaping throughout to absorb the vegetation removal proposed and still provide sufficient habitat to wildlife and maintain the landscaped interface to the Yarra River. No trees immediately adjacent to the Yarra River are proposed to be removed or disturbed, ensuring little if any effect on the habitat value, wildlife corridor and long term viability of remnant and revegetated areas along the River corridor. The proposed works will not affect the future enjoyment of the area by the community as all works will be contained with the car park and road reserve along Johnston Street to the north of the car park.

90. Council's Arborist was generally supportive of the proposal and has made some requests that can be addressed with conditions (i.e. Tree Management Plans, a tree and planting plans, and management plan or any filtration beds).

Clause 52.17 (Native vegetation)

There are eight trees identified as native to Victoria that are proposed to be removed. These trees require consideration under Clause 52.17 (Native Vegetation) of the Scheme. The purpose of clause 52.17 is *to ensure permitted clearing of native vegetation results in no net loss in the contribution made by native vegetation to Victoria's biodiversity.*

Where vegetation is permitted to be removed, this provision seeks to ensure than an offset is provided in a manner that makes a contribution to Victoria's diversity equivalent to the contribution made by the native vegetation to be removed. Information on how to determine these offset requirements are provided within the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, December 2017).

91. An assessment by Council officers suggests that the biodiversity value of the trees to be removed is low, given there are eight native trees proposed for removal with three identified as weeds, and potentially harmful, therefore reducing the more accepted number to five. To off-set this loss, the application proposes the planting of a total of 105 replacement trees that include 86 canopy trees (Eucalyptus - Red Gum, Yellow Box, Red Box) up to 30m height on maturity and 19 smaller trees (Acacia and Oak) of 8 - 9m height on maturity. All trees to be planted are Victorian native species and therefore appropriate to the biodiversity of this riverside locality. A range of grasses and groundcover is also proposed as part of the landscape works. To confirm that this accords with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP, December 2017), a condition will require the submission of a Biodiversity Report to be prepared by a qualified ecologist for endorsement.

92. The landscaping anticipated as part of the tree replacement and offset for any vegetation loss will re-establish a connection with the landscaping of the surrounding environs, and made even stronger with the removal of weed species and introduction of many more trees native to Victoria. This is a significant improvement on the natural environs of the car park, but also the River, in terms of re-establishing its connection with wildlife.

93. Council's Arborist has also requested the need for a Tree Management Plan to be included as a condition of any approval. This will ensure that all tree protection zones and root systems of existing trees to be retained are identified and protected during and excavation, resurfacing and associated buildings and works to make way for the renewal of the car park.

94. In further response to the removal and more specifically the protection of wildlife, a condition will also require that a qualified zoologist inspect the trees to determine if there are any fauna present, and if so, a Wildlife Management Report be submitted to Council for endorsement.

Business identification sign (Clauses 52.05 and 22.04)

95. The business identification sign to Johnston Street is only 3sq.m.in area and will appropriately confirm this is the car park entrance to the Abbottsford Convent. The car park entrance is further highlighted by the traffic signals and the art installations (sculptural elements) and a larger sign is unnecessary. This sign is considered to comply with the objectives at Clause 22.04-2 and 52.05 as it will not result in visual clutter, or compete with surrounding business signs or cause loss to the amenity or safety of the road. Conditions ensuring no flashing or intermittent light and no illumination by external or internal light will also be included relating to the sign and art installations.

Other Matters

96. Council's Strategic Transport Unit raised some concerns relating to an emergency exit and removable bollards to the south of the carpark, along St Heliers Street. The presence of trees on the proposed plans makes this space unusable and a condition will require the deletion of plan notations relating to this or the plans adjusted to ensure the function of this intended use.

97. It was further indicated that the plans should be further adjusted to accurately reflect the existing conditions i.e. the deletion of the bike hoops to the east as these were removed in 2018. This can also be addressed with a condition. Further concerns were raised about the existing conditions plan omitting detail relating to the vehicle entrance to the car park via St Heliers Street and a zebra crossing. The vehicle entrance is in fact, shown on the plans and the zebra crossing is shown on the proposed plans.

Objections

98. Following is a response in relation to the issues which have been raised by the objectors:

(a) Traffic and car parking as a result of the reduction in the number of parking bays currently provided;

(b) No area designated as a pick-up and delivery area;

99. The existing car park contains a mix of formal and informal car spaces, with approximately 112 car spaces formally set out and delineated in the southern portion of the car park. It has been suggested that the car park provides over 300 spaces, but this is anecdotal as the car spaces beyond the 112, are not line marked. The current application will renew the car park and will line mark this ad provide a formal 212 space, being 100 more spaces than that currently formally provided on site. This number also includes 6 accessible spaces and 2 short terms pick up / drop off spaces directly opposite Convent buildings, and St Heliers Street (see Figure 12 below).

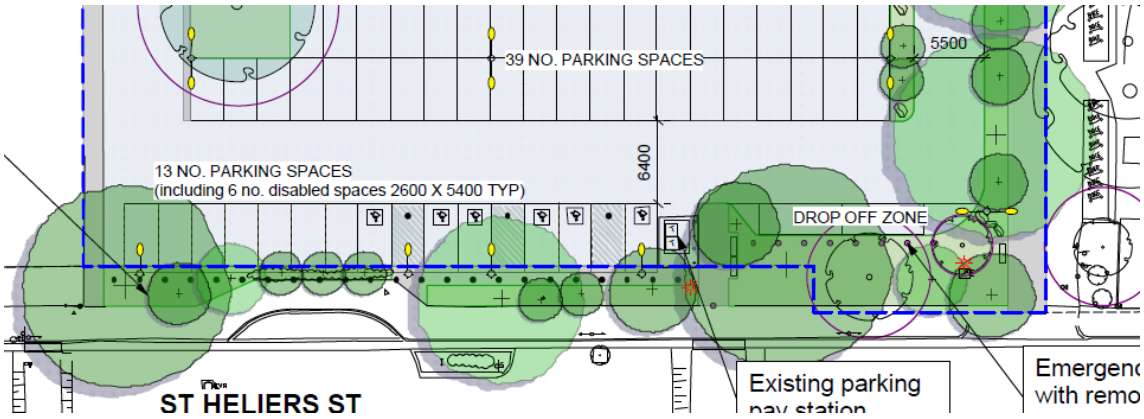

Figure 12. Extracted from Stage 2 – Proposed Works Plan showing 6 accessible spaces and 2 short terms pick up / drop off spaces.

(c) The lack of a pedestrian crossing on Clarke Street results in inappropriate pedestrian behaviour; and

(d) Dumping of rubbish on surrounding streets.

96. The above concerns raised relate to patron behaviour and conduct and are not planning considerations. The car park will not generate any waste relating to rubbish and the lack of a pedestrian crossing is not a reason for unruly pedestrian behaviour, nor is it a solution. Unruly behaviour should be policed.

Conclusion

97. The proposal to carry out works in order to create a signalized intersection on Johnston Street, Abbotsford and provide improved access to the car park is consistent with the objectives of the Scheme and therefore supported from a planning perspective. The roadworks are also supported on the basis that any permit issued includes the conditions as required by the Department of Transport and Council's internal departments.

98. The proposed development is considered to demonstrate a high level of compliance with policy objectives contained within the Planning Policy Framework and Municipal Strategic Statement and the *Abbotsford Convent Master Plan*. Notably, subject to the conditions in the recommendation section of this report, the proposal is an acceptable planning outcome that demonstrates clear compliance with the relevant Council policies and should therefore be supported.

RECOMMENDATION

1. That having considered all objections and relevant planning policies, the Committee resolves to issue a Notice of Decision to Grant a Planning Permit (PLN20/0245) for part demolition and removal of vegetation, to allow for upgrade works to extend / renew the existing car park, including a new vehicle entrance and modification of a road in a road zone at 6-14 St Heliers Street, Abbotsford generally in accordance with the plans received by Council and noted previously as the "decision plans" and subject to the following conditions:

Amended Plans

1. Before the development commences, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the decision plans (plans prepared by Urban Initiatives and received by Council on 22 April 2020) but modified to show / include the following:

    (a) The deletion of plan notations relating to the "emergency exit" in the southern part of the car park or the plans adjusted appropriately to ensure the function of the "emergency exit".
    (b) The existing conditions and proposed plans to accurately reflect the true conditions of the area (i.e. deletion of bike hoops to the east).

    Reports

    (c) Any requirement of the Department of Transport's conditions (conditions 6-8) (where relevant to show on plans).
    (d) Any requirement of the endorsed Arboricultural report (condition 9) (where relevant to show on plans).
    (e) Any requirement of the endorsed Biodiversity report (condition 11) (where relevant to show on plans).
    (f) Any requirement of an approved Cultural Heritage Management Plan approved by Heritage Victoria and plans identical to those endorsed by Heritage Victoria.

General

2. All buildings and works and roadworks as shown on the endorsed plans must not be altered (unless the Yarra Planning Scheme specifies that a permit is not required) without the prior written consent of the Responsible Authority.

3. Any damage to road(s) and footpath(s) or other Council infrastructure as a result of any buildings and works / roadworks endorsed must be reinstated to the satisfaction of the Responsible Authority.

4. The amenity of the area must not, to the satisfaction of the Responsible Authority, be detrimentally affected by the buildings and works / roadworks including through:

    (a) The transport of materials, goods or commodities to or from land.
    (b) The appearance of any roadworks.
    (c) The emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
    (d) The presence of vermin.

5. All buildings and works / roadworks must be maintained in good order and appearance to the satisfaction of the Responsible Authority.

Department of Transport's Conditions (6 – 8)

6. The buildings and works including associated roadworks must be in general accordance with the Traffic Signal Plan, Drawing number 691978, Site no. 3323 and Drawings 692465 Revision 8 dated 4 March 2019 Sheets 1 to 4 respectively, to the satisfaction of and at no cost to the Head, Transport for Victoria.

7. Prior to the occupation of the car park the following roadworks on Johnston Street must be completed at no cost to and/or to the satisfaction of the Head, Transport for Victoria:

   (a) The modification, relocation, upgrade and remediation works of various elements of the access where it intersects Johnston Street, including any such remedial works associated with the operation of the carpark, inclusions or changes to the pedestrian crossing, bicycle line marking, road line marking, signage, signal hardware and associated road works at Johnston Street.

8. All disused or redundant vehicle crossings must be removed and the area reinstated to kerb, channel and footpath to the satisfaction of and at no cost to Head, Transport for Victoria prior to the occupation of the buildings hereby approved.

Amended Arboricultural Report

9. Before the removal of any trees, an amended Arboricultural Report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the amended Arboricultural Report will be endorsed and will form part of this permit. The amended Arboricultural Report must be generally in accordance with the Arboricultural Report prepared by Glenn Waters (dated 14 March 2020) but modified to include (or show):

   (a) A Tree Management Plan, prepared by a suitably qualified arborist that at a minimum:
      (i) Provides an inspection schedule that includes site inspections during construction.
      (ii) Tree protection requirements.
      (iii) Confirmation that tree protection will not be removed, altered or interfered with, without prior inspection and written authorisation by the project arborist.
      (iv) Confirms that the project arborist will oversee all excavation and demolition works within identified Tree Protection Zones.
      (v) Shows TPZ fencing on plan.

   (b) A Tree Plan that identifies the location of all proposed trees by species.
   (c) A Planting plan that identifies vegetation as being of Local Provenance.
   (d) A management plan for the filtration beds and identified useful life span.

10. The provisions, recommendations and requirements of the endorsed Arboricultural Report must be complied with and implemented to the satisfaction of the Responsible Authority.

Biodiversity Report

11. Before the development commences, a Biodiversity Report to the satisfaction of the Responsible Authority must be prepared by a suitably qualified ecologist and must be submitted to and approved by the Responsible Authority. When approved the Biodiversity Report will be endorsed and will form part of this permit. The Biodiversity Report must make recommendations for:

   (a) Strategic biodiversity score of native vegetation to be removed,;
   (b) The offset requirement associated with the vegetation removal.

12. The provisions, recommendations and requirements of the endorsed Biodiversity Report must be complied with and implemented to the satisfaction of the Responsible Authority.

Providing net gain offsets

13. In order to offset the removal of the scattered tree approved by this permit, the permit holder must provide a native vegetation offset that meets the following requirements and is in accordance with the *Permitted clearing of native vegetation – Biodiversity assessment guidelines* and the *native vegetation gain scoring manual:* The offset must:

    (a) Be for a minimum of the general Biodiversity Equivalence Units as identified within the Biodiversity Report pursuant to Condition 11; and
    (b) have a strategic biodiversity score consistent (or greater than) that identified within the Biodiversity Report pursuant to Condition 11.

Evidence of offset secured

14. Prior to the removal of any vegetation, evidence that an offset has been secured must be provided to the satisfaction of the Responsible Authority. This offset must meet the offset requirements set out in this permit and be in accordance with the requirements of *Permitted clearing of native vegetation – Biodiversity assessment guidelines* and the *native vegetation gain scoring manual.* Offset evidence must include:

    (a) A credit register extract from the Native Vegetation Credit Register.

Wildlife management

15. Before the removal of any tree approved under this permit, a qualified zoologist must inspect the trees to determine if there are any fauna present, and if so, a Wildlife Management Report must be submitted to and approved by the Responsible Authority, detailing the type of fauna found and measures to be taken to manage these, to the satisfaction of the Responsible Authority. This report must also outline any particular specifications on how and when the trees should be removed to best protect any wildlife present in the trees to be removed and the tree removal will then occur in accordance with the recommendations of the zoologist.

16. A qualified zoologist must be present during the removal of any tree approved under this permit.

Sign and art installation(s)

17. The sign and any art installation(s) must not include any flashing or intermittent light.

18. The sign and any art installation(s) must not be illuminated by external or internal light.

19. The sign and any art installation(s) must be constructed, displayed and maintained to the satisfaction of the Responsible Authority.

Site Management Plan

20. Before the removal of any vegetation approved under this permit, a Site Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed as evidence of its approval. The plan must provide for or include the following:

(a) a pre-conditions survey (dilapidation report) of the subject site and all adjacent Council roads frontages and nearby road infrastructure;
(b) protection works necessary to road and other infrastructure (limited to an area reasonably proximate to the site);
(c) remediation of any damage to road and other infrastructure (limited to an area reasonably proximate to the site)
(d) containment of dust, dirt and mud within the site and method and frequency of clean up procedures in the event of build up of matter outside the site,
(e) on site facilities for vehicle washing;
(f) the location of loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
(g) Site security;
(h) preferred arrangements for trucks delivering to the site including delivery and unloading points and expected frequency;
(i) parking facilities for construction workers;
(j) measures to ensure that sub-contractors/tradespersons operate in accordance with the Site Management Plan;
(k) an outline of requests to occupy public footpaths or roads, or anticipated disruptions to local services;
(l) an emergency contact that is available for 24 hours per day for residents and the Responsible Authority in the event of relevant queries or problems experienced; and
(m) the provision of a traffic management plan to comply with provisions of AS 1742.3-2002 Manual of uniform traffic control devices - Part 3: Traffic control devices for works on roads.

Road Infrastructure

21. Before the car park operates, or by such later date as approved in writing by the Responsible Authority, the vehicle intersection and abutting streets must be constructed:

    (a) in accordance with any requirements or conditions imposed by Council;
    (b) Demonstrating satisfactory access into and out of the site with a vehicle ground clearance check using the B99 design vehicle, and be fully dimensioned with actual reduced levels (to three decimal places) as per Council's Vehicle Crossing Information Sheet;
    (c) The vehicle crossing shall be constructed in accordance with Department of Infrastructure's and City of Yarra's requirements and specifications;
    (d) at the permit holder's cost; and
    (e) to the satisfaction of the Responsible Authority

22. The Permit Holder must obtain the consent of the relevant power authority for the relocation of any power poles. All costs associated with the relocation will be at the Permit Holder's cost.

23. Before the car park operates, or by such later date as approved in writing by the Responsible Authority, all building works and connections for underground utility services, any footpath along the property's frontages must be reconstructed (including kerb and channel):

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

24. Before the car park operates, or by such later date as approved in writing by the Responsible Authority, the full width road pavements surrounding the site, must be profiled and re-sheeted:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

25. Before the car park operates, or by such later date as approved in writing by the Responsible Authority, any isolated areas of road pavement failure as a consequence of construction traffic impacts must be reconstructed:

    (a) at the permit holder's cost;
    (b) to the satisfaction of any other relevant authority; and
    (c) to the satisfaction of the Responsible Authority.

26. Before the car park operates, or by such later date as approved in writing by the Responsible Authority the relocation of any service poles, structures or pits necessary to facilitate the car park must be undertaken:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

27. Before the car park operates, or by such later date as approved in writing by the Responsible Authority, any redundant vehicular crossing must be demolished and re-instated as standard footpath and kerb and channel:

    (a) at the permit holder's cost; and
    (b) to the satisfaction of the Responsible Authority.

Lighting

28. Before the car park operates, or by such later date as approved in writing by the Responsible Authority, a public lighting design scheme along the car park's road frontages and within, demonstrating adequate lighting levels for pedestrians as per Australian Standard requirements must be submitted to and approved by the Responsible Authority. Notations must confirm that the lighting scheme has been approved by CitiPower and all lighting infrastructure and hardware will be funded by the Permit Holder.

29. Before the car park operates, or by such later date as approved in writing by the Responsible Authority, external lighting capable of illuminating access to the pedestrian and vehicular entrances must be provided on the subject site. Lighting must be:

    (a) located;
    (b) directed;
    (c) shielded; and
    (d) of limited intensity

    to the satisfaction of the Responsible Authority.

Time expiry

30. This permit will expire if:

    (a) The demolition / buildings and works / roadworks are not commenced within two years of the date of this permit; and
    (b) The buildings and works / roadworks is not completed within four years of the date of this permit.
    (c) The signage component and art installation(s) of this permit expire 15 years from the date of the permit.

31. The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires or within six months afterwards for commencement or within twelve months afterwards for completion.

Notes:

A building permit may be required before development is commenced. Please contact Council's Building Services on 9205 5555 to confirm.

A vehicle crossing permit is required for the construction of the vehicle crossing(s). Please contact Council's Construction Management Branch on 9205 5555 for further information.

Provision must be made for drainage of the site to a legal point of discharge. Please contact Council's Building Services on 9205 5555 for further information.

A local law permit (e.g. Asset Protection Permit, Road Occupation Permit) may be required before development is commenced. Please contact Council's Construction Management Branch on Ph. 9205 5555 to confirm.

A local law permit may be required for tree removal. Please contact Council's Compliance Branch on 9205 5555.

The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit.

Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Any services poles, structures or pits that interfere with the proposal must be adjusted, removed or relocated at the owner's expense after seeking approval from the relevant authority.

Except with the prior written consent of the Responsible Authority, Council assets must not be altered in any way.

No parking restriction signs or line-marked on-street parking bays are to be removed, adjusted, changed or relocated without approval or authorisation from Council's Parking Management unit and Construction Management branch. Any on-street parking reinstated (signs and line markings) as a result of development works must be approved by Council's Parking Management unit.

Only roof runoff, surface water and clean groundwater seepage from above the water table can be discharged into Council drains.

Department of Transport's Notes:

Separate consent for works within the road reserve and the specifications of these works is required under the Road Management Act. For the purposes of this application the works may include (but are not limited to) the provision of:

- Works associated with the new traffic signals at the intersection of Johnston Street,
- New bicycle lane line marking
- Signs and associated road works
- Road line marking, kerb and channel

Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1 (Johnston Street). Please contact the Department prior to commencing any works.

Aboriginal Cultural Heritage Sensitivity

The site is located within an Area of Aboriginal Cultural Heritage Sensitivity. The proposed development must comply with the requirements of the Aboriginal Heritage Act 2006. Separate permission must be obtained from Heritage Victoria.

A portion of this development associated with this application was not assessed against Clause 43.01 of the Yarra Planning Scheme (Heritage Overlay) as heritage matters are considered by Heritage Victoria and separate permission must be obtained from Heritage Victoria.

Attachments

1 PLN20/0245 - Existing and Proposed Plans - inclusive of vegetation removal plans, existing conditions / demolition plans and proposed.

2 PLN20/0245 - Design Report

3 PLN20/0245 - Arboricultural Report

4 PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

5 PLN20/0245 - Desktop Archaeological Assessment

6 Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

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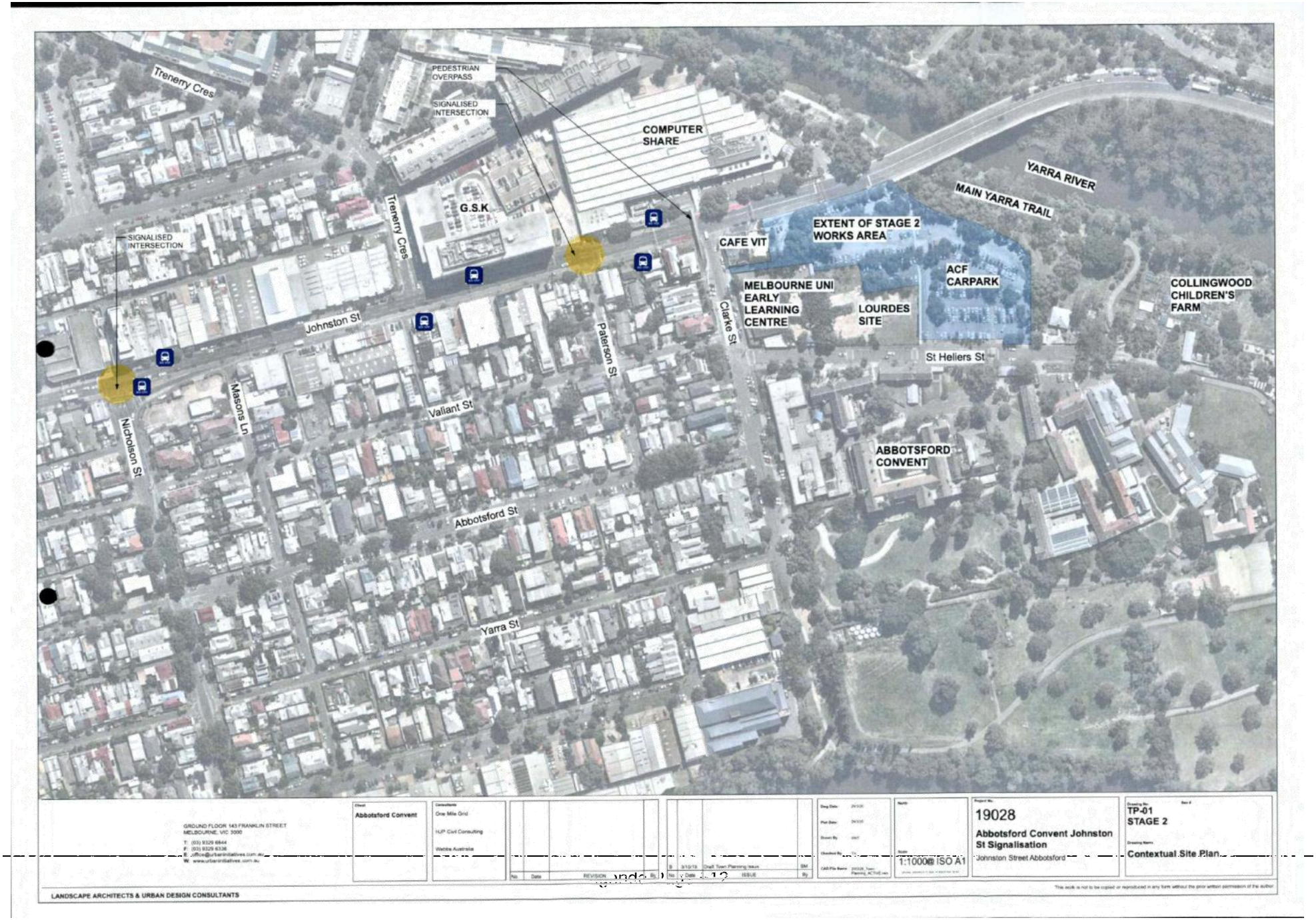

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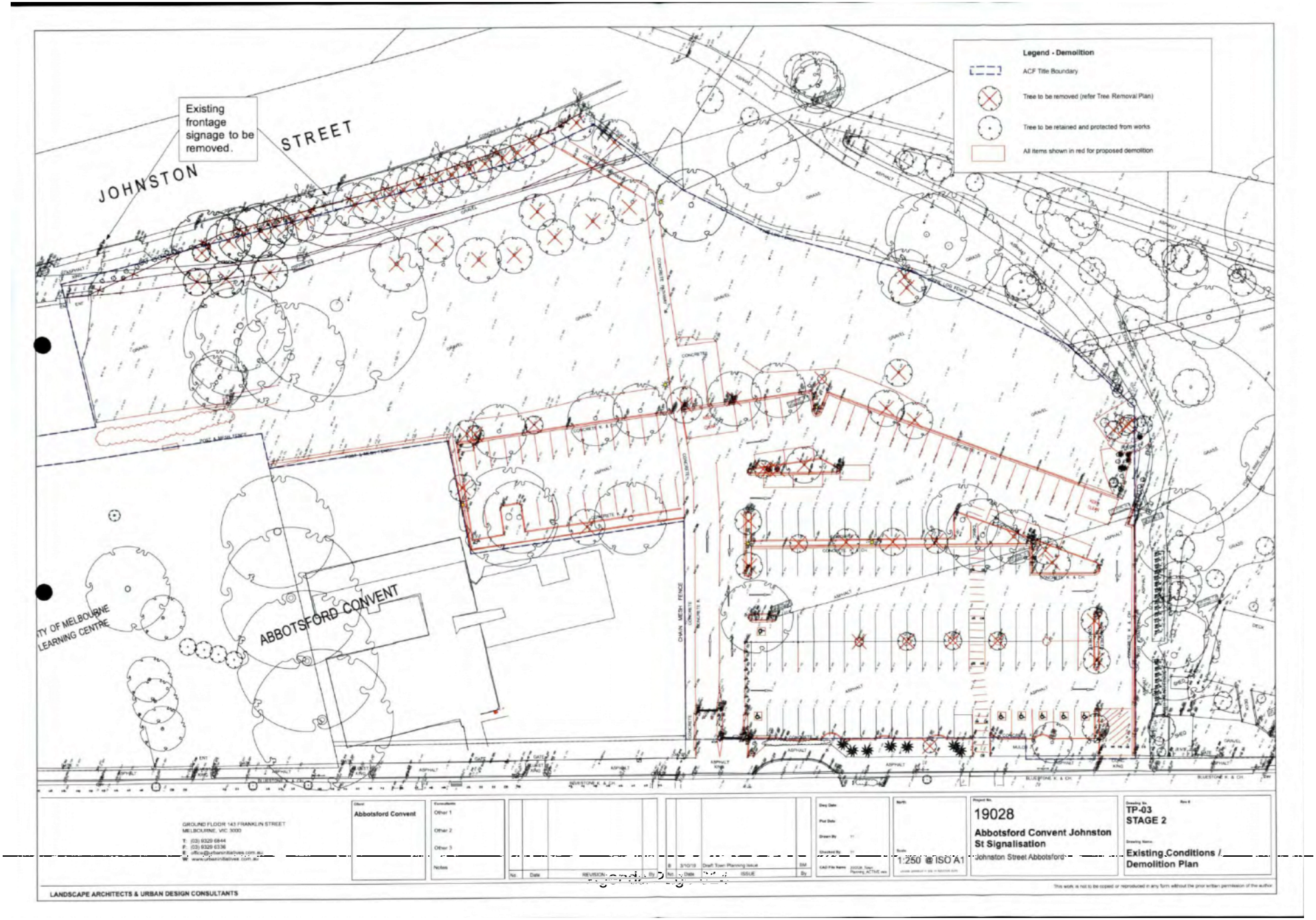

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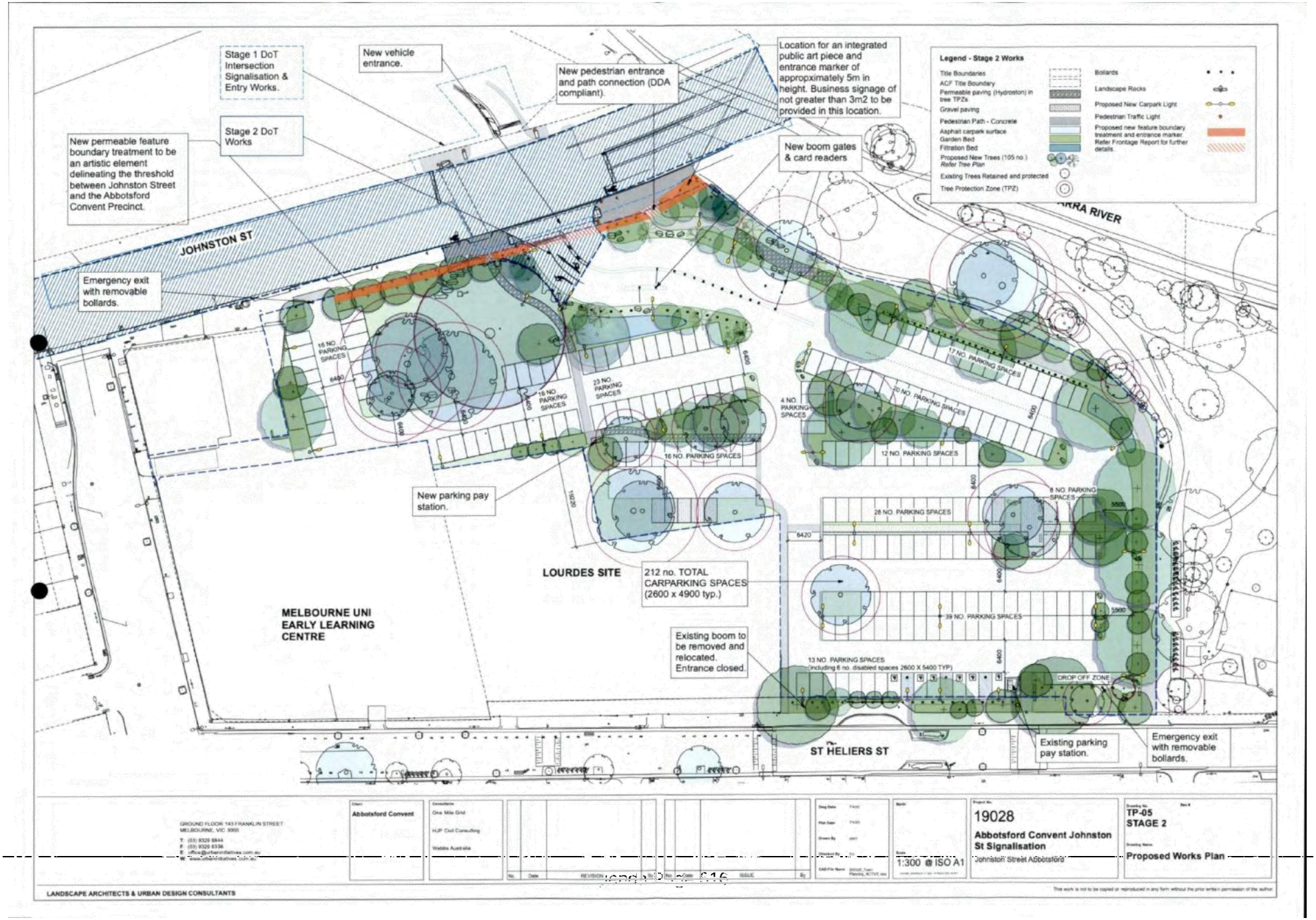

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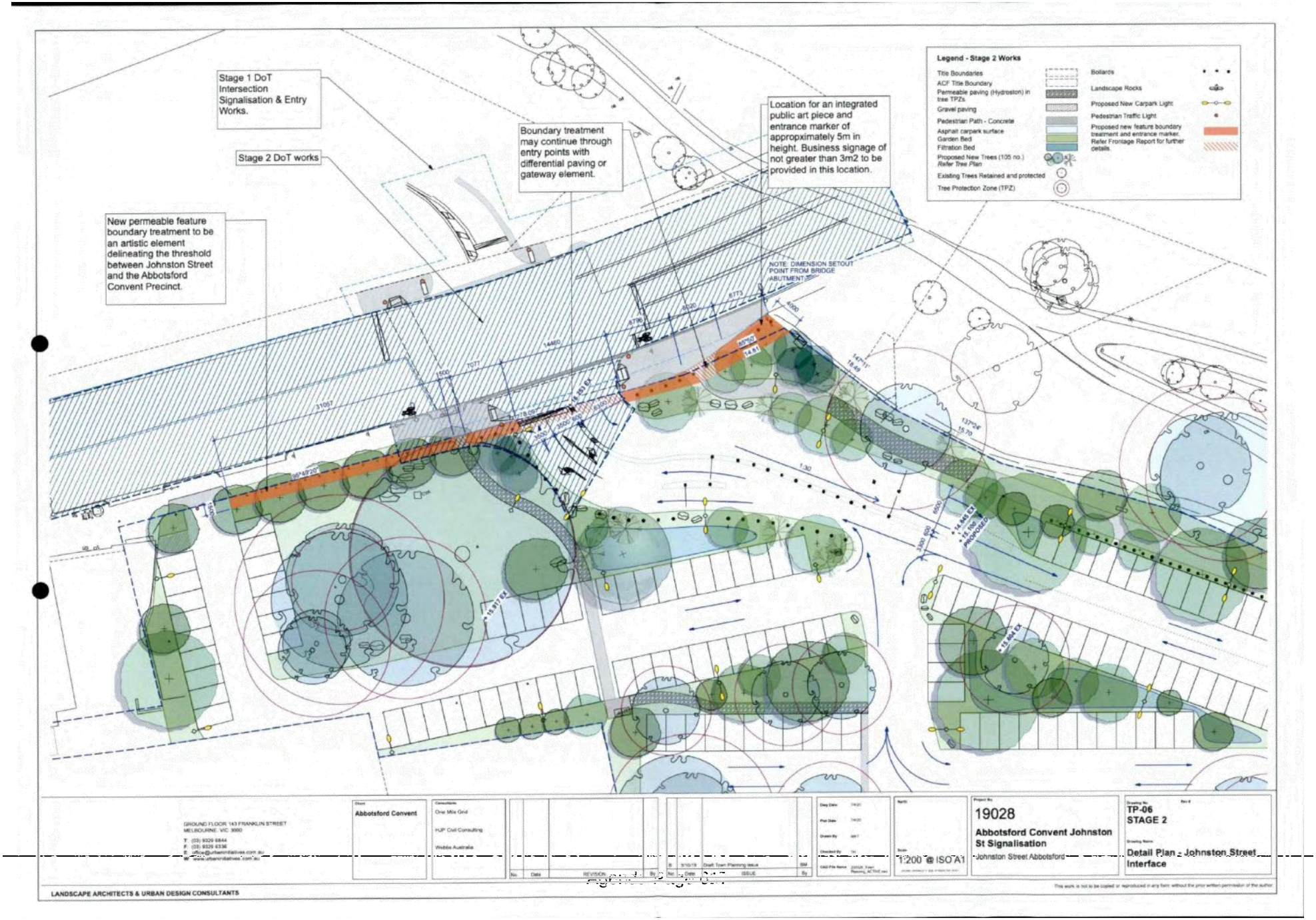

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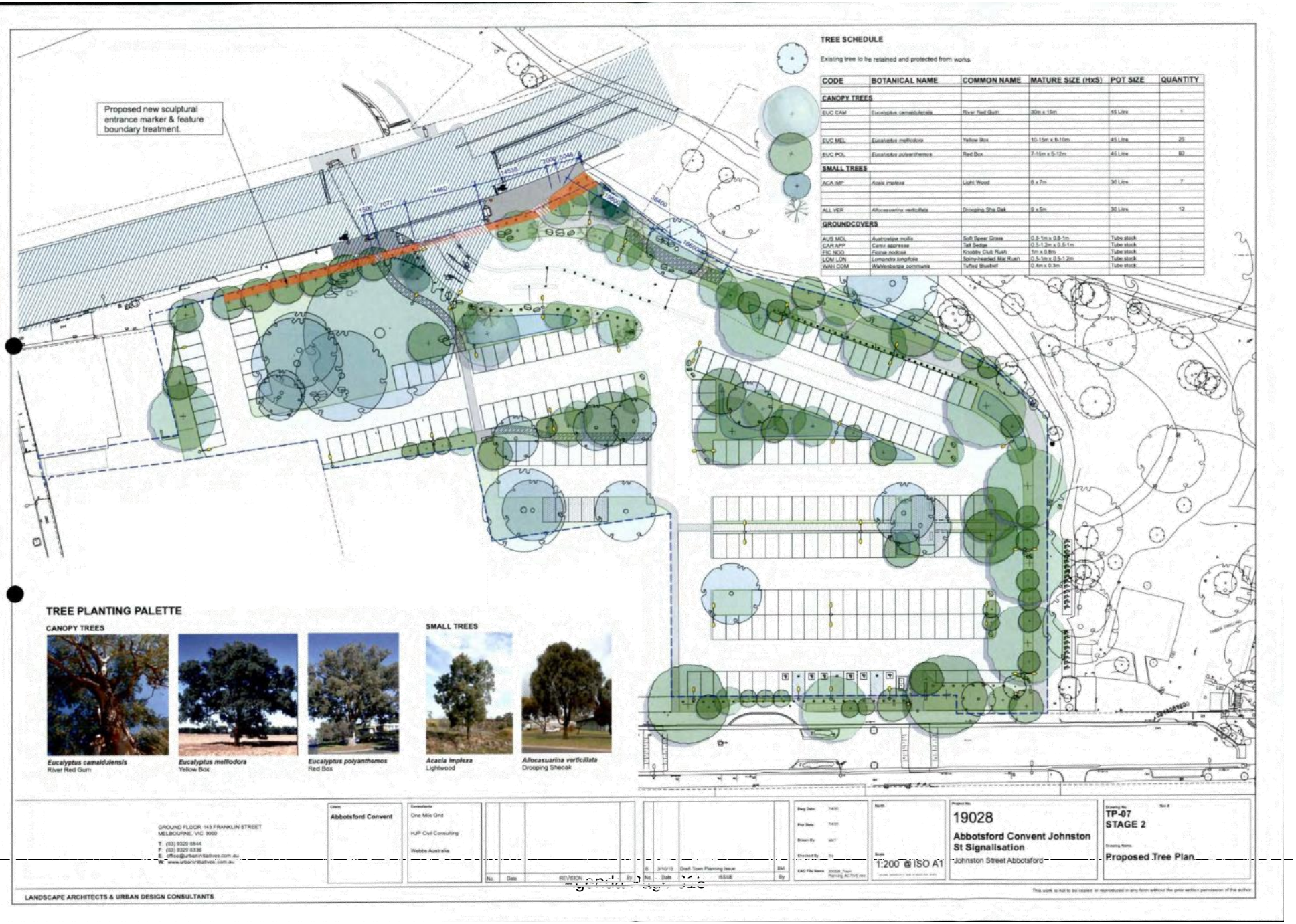

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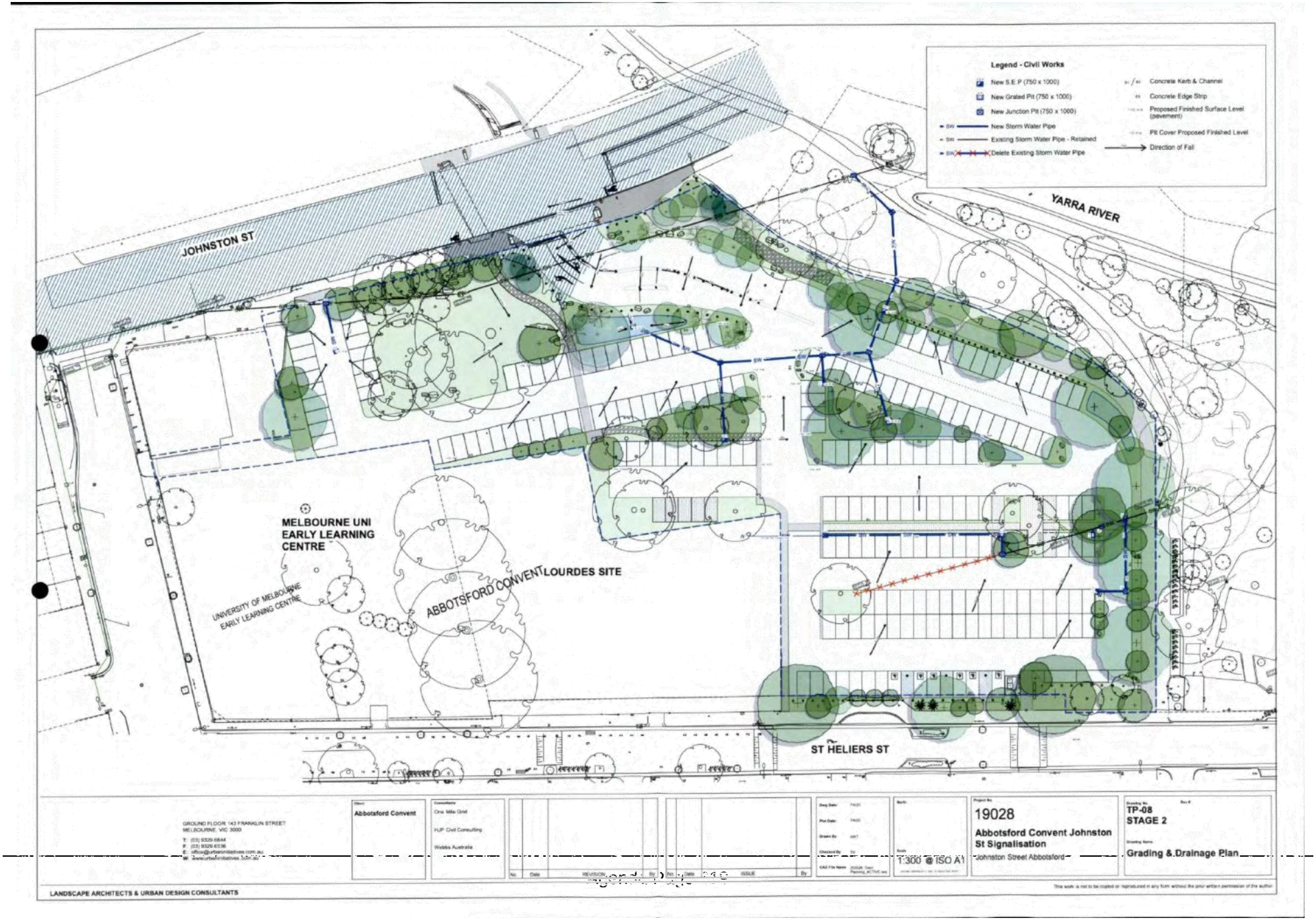

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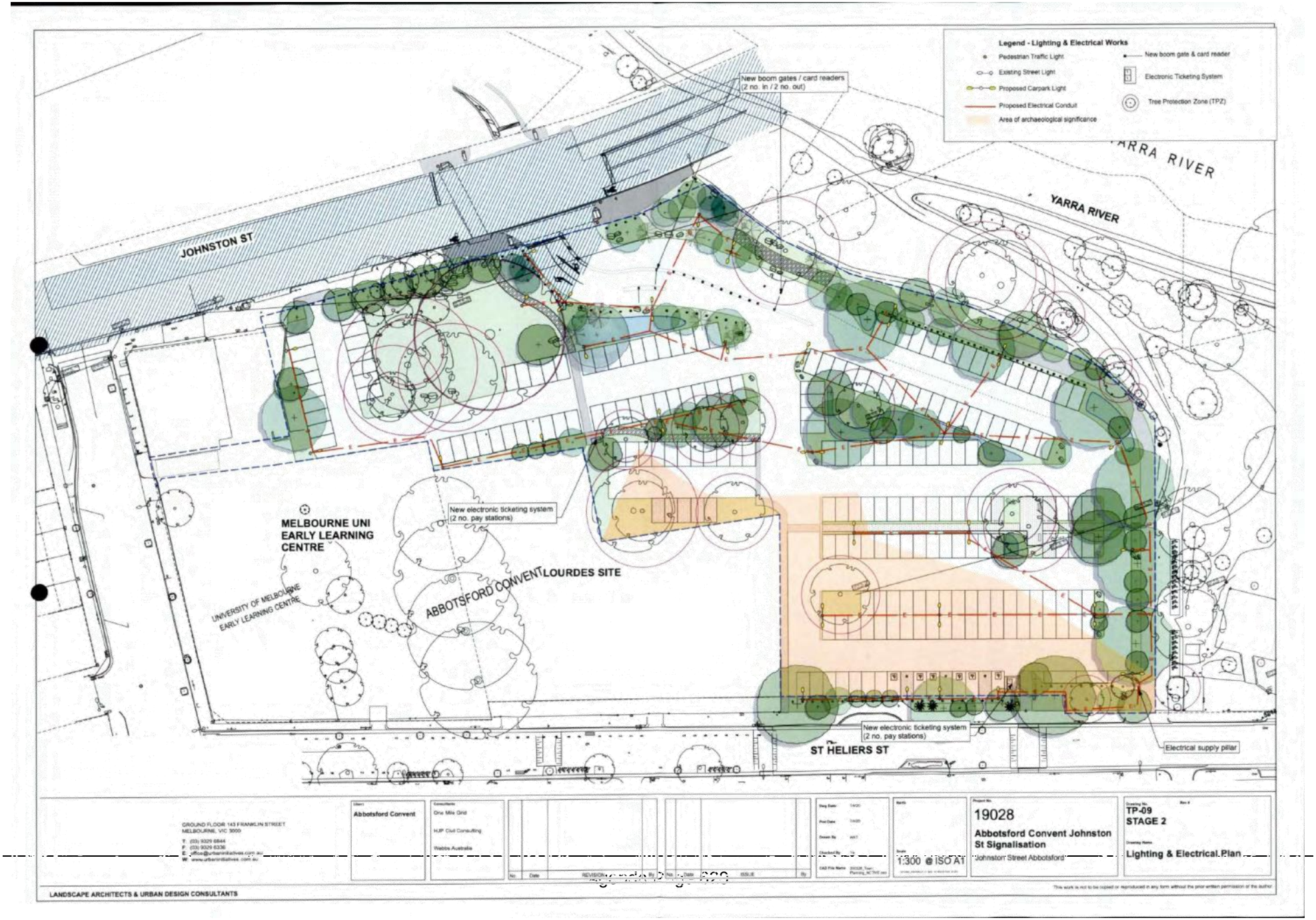

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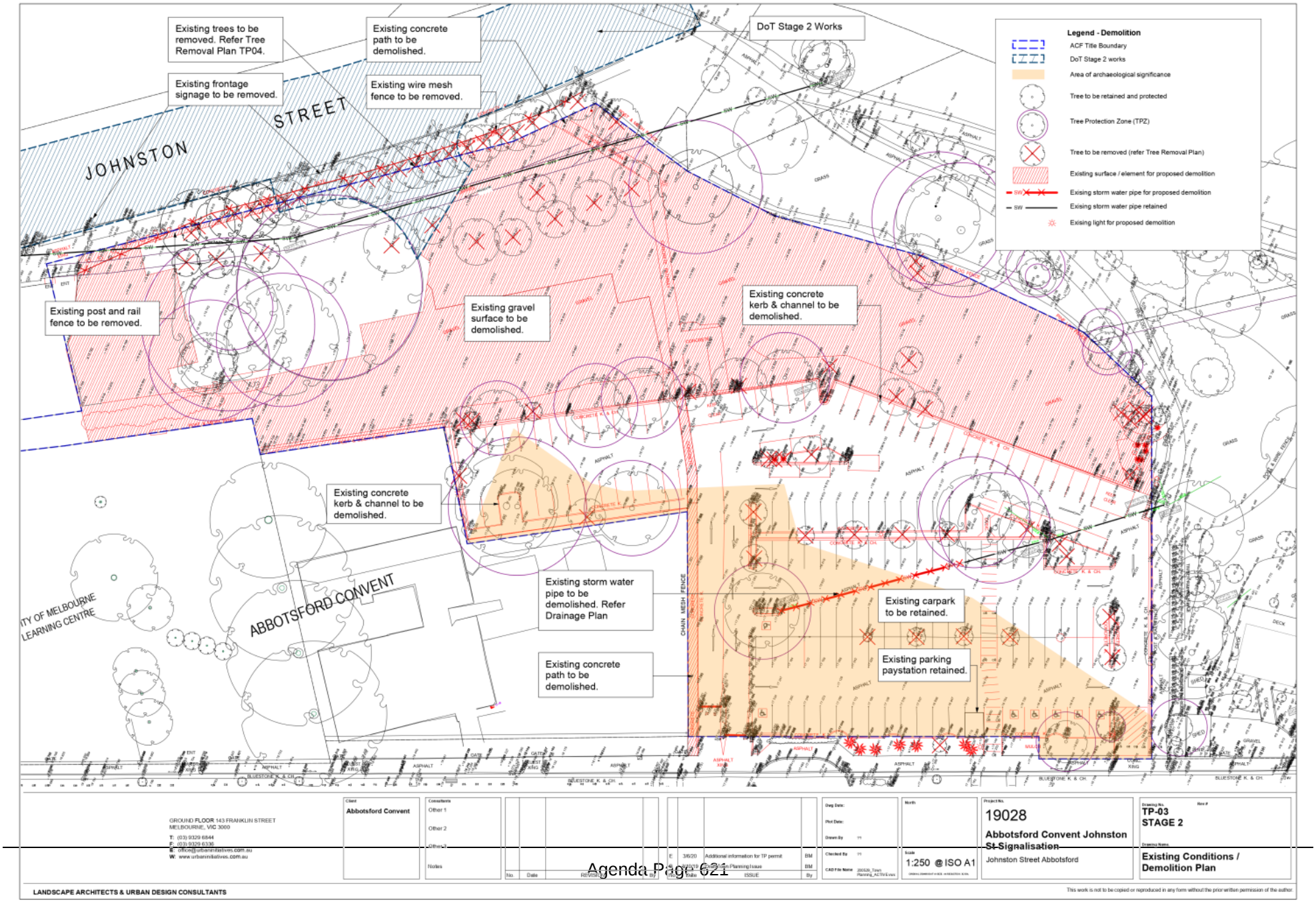

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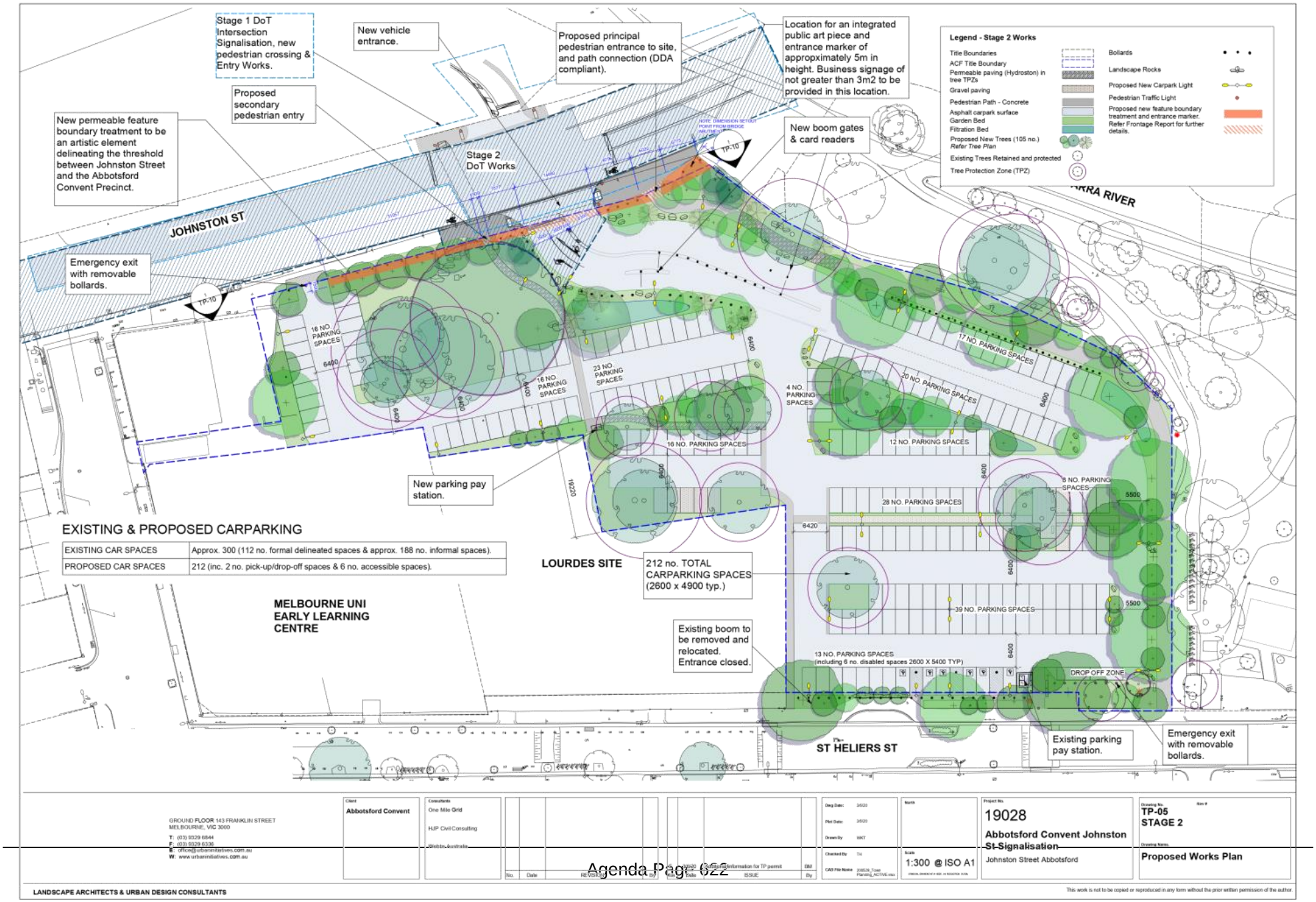

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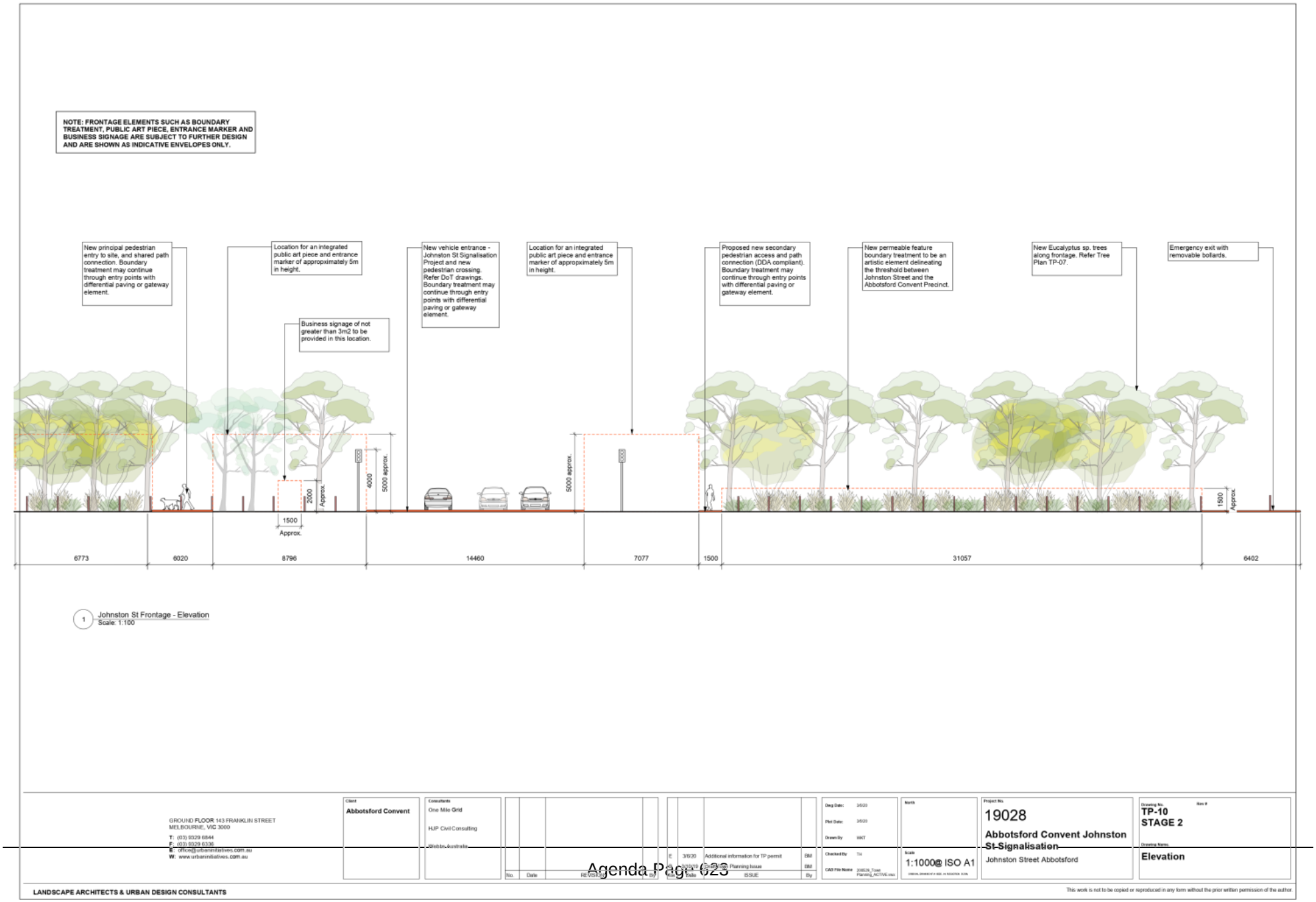

Attachment 2 - PLN20/0245 - Design Report

Abbotsford Convent.

A New Address

Appendix
Stage 2 of the Town Planning Application
for the Johnston Street Signalisation Project

30 March 2020

Ground Floor 143 Franklin Street
Melbourne Vic 3000
p. 9329 6844 f. 9329 6336
e. office@urbaninitiatives.com.au

urban initiatives

Attachment 2 - PLN20/0245 - Design Report

Prepared by:

urban initiatives

In association with:

Abbotsford Convent.

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Project Name	200320 ACF Frontage Design Intent
Revision	00
Date of Issue	30 March 2020

Revision No.	Date	Detail of Revisions	Reviewed By
00			

Urban Initiatives acknowledges the Wurundjeri people of the Kulin Nation as custodians of the land upon which we work.

We pay our respects to their Elders past, present and emerging.

Attachment 2 - PLN20/0245 - Design Report

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Attachment 2 - PLN20/0245 - Design Report

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1 INTRODUCTION

The Schematic Design Report for the Abbotsford Convent car park (2018) produced for the Abbotsford Convent Foundation (ACF) and endorsed (informally) by the City of Yarra, provides an overall design framework for the whole of the car park site and is included as an addendum with this application.

Since 2018, funding restrictions have meant that the plan as presented in this report has been modified, but the underlying principles remain current. They are also consistent with the department of Environment, Land, Water and Planning's 10-Year Strategic Plan for the Yarra River, a document still in draft form, in which relevant 'Directions for Future Land use and Development' are articulated as follows:

- Improving access to the Yarra River and fostering a sense of refuge from city life;
- Strengthening habitat links through expanding the urban forest through adjoining street networks and creating biodiversity hotspots;
- Providing interpretive information and traditional planting to tell the story of the ancient Yarra River's ecology and cultural heritage, and how it has changed over time;
- Ensuring a coordinated approach to landscaping, wayfinding and the provision of visitor facilities to encourage people to view the Yarra River as one living entity;
- Improving the cover of native vegetation along the Yarra River through parklands, private gardens and the local street network to enhance the community's sense of connection to the riverside environment;
- Selecting appropriate plant species to help restore ecological values, improve biodiversity and contribute to urban cooling and greening;
- Applying integrated water management principles to development to maximise stormwater capture and reuse, and to limit runoff into waterways; and
- Expanding the recreational trail network and provide additional open space to support community connection to the Yarra River.

The purpose of this Frontage Report is to support the Abbotsford Convent Foundation's application for a Town Planning Permit for Stage 2 of the Johnston Street Signalisation Project by providing information regarding design principles specific to the proposed treatments at the interface between ACF land and Johnston Street. These treatments form part of the overall plan for the Car Park and it is anticipated that this further information regarding design intent may be useful to Council in assessing and hopefully expediting the processing of the application.

What has been provided here is deliberately loose because the elements proposed at the interface will be distinctive, artistic works and it is critical to the development of these pieces that at this point, information does not restrict the creative process going forward.

That said, key principles, which reflect the requirements of the ACF, Council and other stakeholders are intended to be communicated with clarity and bedded down for future reference.

Legend

Areas either part of or influenced by the physical and ecological characteristics of the Yarra landscape

Character of the Abbotsford Convent

Areas of urban character

Attachment 2 - PLN20/0245 - Design Report

2 DESIGN INTENT

The following is an excerpt from the Schematic Design Report (2018) for the Car Park Site produced for the Abbotsford Convent Foundation and endorsed (informally) by the City of Yarra.

'The Abbotsford Convent Foundation has approved a design direction which aims to reconnect the carpark site to the adjacent Yarra corridor and the substantial natural landscapes of Yarra Bend and Studley Parks. The conceptual and visually deliberate giving over of the carpark site to landscape also means giving it over to community; this offers opportunities for cultural, scientific and ecological education, signage and for the integration of art...The experience of this changed landscape begins at the site's interface with Johnston Street.'

On this and the previous page are two conceptual graphics form the Schematic Design Report. The first, a Concept Diagram speaks to the influence of the Yarra Landscape on the car park design and to how elements of the Convent might emerge or influence areas of the car park and frontage at Johnston Street. To the right, a mind map is an exploration of themes relating to the concept and the objectives of the ACF, with a view to informing choices during the design process.

These graphics are an appropriate starting point from which to define high-level principles for the design of the frontage which is relevant to this Town Planning application.

Concept Diagram
SchematicDesign Report 2018

Attachment 2 - PLN20/0245 - Design Report

urban initiatives

3 FRONTAGE ANALYSIS

Legend

- New Johnston Street signalisation and pedestrian crossing
- Long and/or broad, pedetrian views or vehicular views at fast speed along the frontage at Johnston Street or across the river to Convent Buildings
- Shorter, slower, more focussed, pedestrian views of the site/frontage
- Proposed new, principal pedestrian entry
- Proposed secondary pedetrian entry
- Point of convergence of long views
- Proposed new vehicular entry point

Attachment 2 - PLN20/0245 - Design Report

4 EXISTING CHARACTER AND SIGNAGE CONTEXT

Photographs included on the following pages illustrate the ad-hoc nature of not only existing signage on Johnston Street and in proximity to the car park site but the inconsistency of fittings, such as bollards and fencing types.

The site itself and its significant trees have no presence on the street currently, being screened by a series of poor-quality Paperbarks. Similarly views to the Convent are obscured.

Council banner on Johnston Street

Street signage on Johnston Street

Screening of signoificant trees and advertising/event panels

Ad-hoc bollards and inconsistent fencing styles

Poorly-considered siting of infrastructure and unkempt fencing

Attachment 2 - PLN20/0245 - Design Report

Computershare banners and dense screening to site obscured by Melaleuca sp.

Event/Advertising Signage

Graffitti and sign at site's west end

Attachment 2 - PLN20/0245 - Design Report

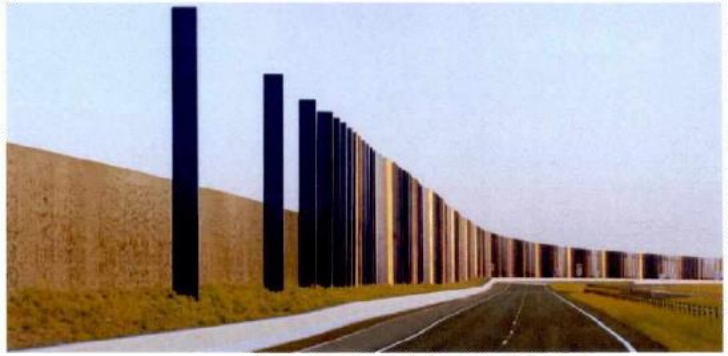
5 MAKING AN ENTRANCE

The Convent's entry by virtue of the proposed VicRoads works, is moved to the site's interface with Johnston Street.

The analysis diagram on page 6 illustrates the two scales of address experience: vehicular and pedestrian and the need to provide for both of these.

A summary of design objectives articulated in the Schematic Design report pertinent to the establishment of an 'address' are as follows:

- To create an arrival point at Johnston Street which flags entry to the Abbotsford Convent precinct as distinctive without duplicating or diminishing arrival to the Convent proper;
- To strengthen the experience ... from a distance while offering visitors options for various destinations upon arrival;
- To consider a visual sense of integration between the Convent, CCF and the Car Park with the Yarra River by planting indigenous/native vegetation of the Yarra corridor, using locally sourced materials and incorporating organic form into the carpark design; and
- To consider the car park site as an opportunity to form part of a cultural hub and/or landscape which expresses the contemporary identity of the convent as outward-looking, connected to the local community and as an exemplar for the sharing of creative endeavours.



Attachment 2 - PLN20/0245 - Design Report

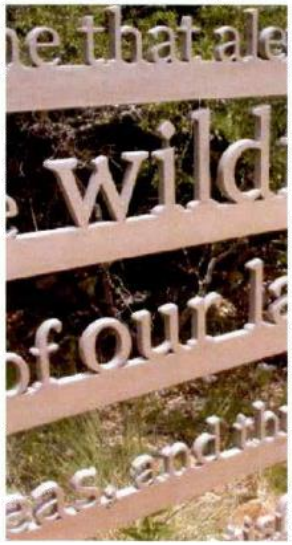
urban initiatives

6 SAYING SOMETHING

Two scales of experience call for two scales of information. Establishing a presence so that cars travelling at speed understand who occupies the site and what kind of a place it is, is a priority as much as is providing clear direction for visitors arriving by foot and by bicycle, who might have some idea what to expect.

The form of this information is dependent upon the mode of viewing. Linear installations work from passing vehicles, as do larger site markers. Finer-grained elements are better perceived at a slower pace and from up close.

Communications can be permanent and temporary/seasonal.



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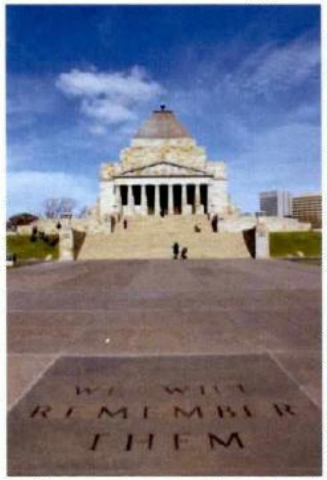
7 DELINEATION AND THRESHOLDS

The new entry is not just the threshold to the Abbotsford Convent but to the entire precinct, including the Collingwood Children's Farm, Sophia Mundi Steiner School and the Good Shepherd Chapel.

The Schematic Design Report and the adjacent images illustrate the opportunities presented by thresholds for an experience which establishes a clear crossing point into a particular place. The Report asks also if an acknowledgement of country at this point might be appropriate. Establishing a strong sense of place at the threshold can mean that visitors enter with a sense of understanding of where they are and what the place asks of them. In the adjacent examples behaviours as diverse as sobriety, inquisitiveness, respect and frivolity are communicated at thresholds.

Thresholds are expressed and perceived in diverse ways and potentially using all the senses.



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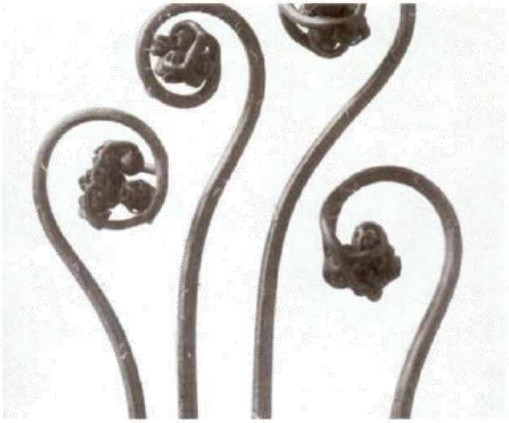
urban initiatives

8 INFERRING LANDSCAPE FROM FORM



CLOCKWISE FROM ABOVE:

Farrar Pond Project - FlexFENCE/ Mikyoung Kim Design; Mandy Nicholson *Country*; Karl Bossfeldt's 19th century Acrylic Print *Maidenhair;* Inlaid steel carp imply a water course; and Alain Provost's design for Thames Barrier Park where box hedges are clipped to infer waves.

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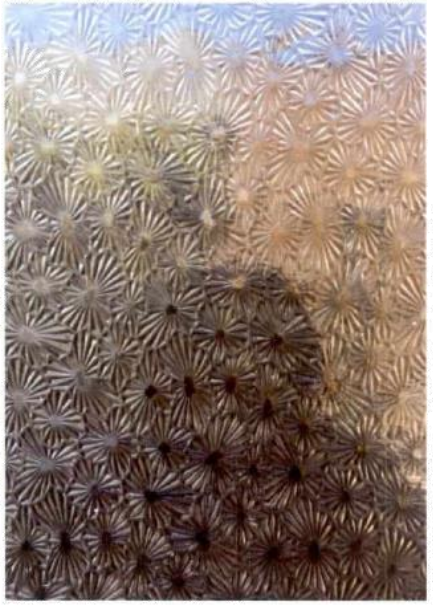
9 MATERIALITY

The existing site materials reflect to some degree, a local palette and include bluestone, steel, slate, tile and bricks. Industrial remnants from the laundries and other Convent buildings are bursting with potential for re-adaptation, the theme of creative reuse being central to the ethos of the Abbotsford Convent.

Some materials and treatments, such as Joanna Buckley's *The Light and the Ground* - a gold enveloping of the Providence Building, have been embraced by the Convent community, are new and symbolic of the Convents renaissance over the past decade.



Attachment 2 - PLN20/0245 - Design Report

urban initiatives

10 PROPOSED FRONTAGE ELEMENTS

It is intended that the new frontage and a sense of address for the Abbotsford Convent at Johnston Street reflects a Convent-inspired materiality, contemporary reuse of materials from site and the precinct's creativity.

The frontage is comprised of two integrated primary elements. The first, linear element (2) is located at the point of convergence of long views and so is legible at speed. Viewed and understood from a distance, it identifies the site, is boundary-defining by running the length of the frontage and therefore draws the site together. It is expressed in varying ways and continues across entry points for vehicles and pedestrians, dileneating the threshold into an unique precinct.

The second takes the form of an integrated public art piece (6), a sculptural element marking the entrance day and night. It is visible from a distance and incorporates seasonal community announcements.

Legend

1. Johnston Street Signalisation Project and new pedestrian crossing
2. Permeable, boundary-defining and precinct-identifying, this unique and artistic element delineates the threshold between Johnston Street and the Abbotsford Convent Precinct.
3. Proposed secondary pedestrian entry
4. Proposed new vehicular entry point
5. Proposed principal pedetrian entry to site
6. Location for an integrated public art piece and entrance marker of appropximately 5m in height. Business signage of no more than 3m2 is to be included in this location.

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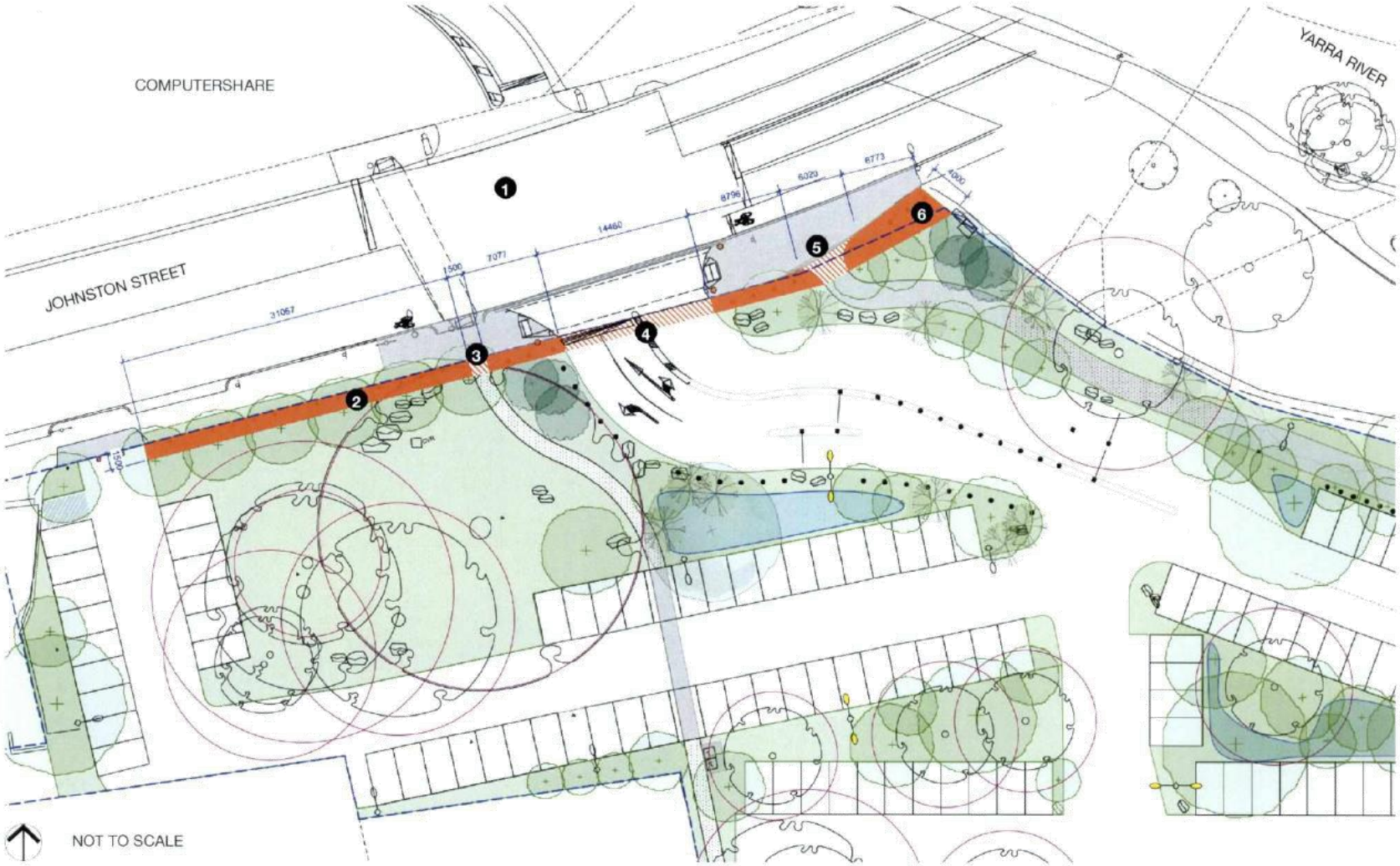
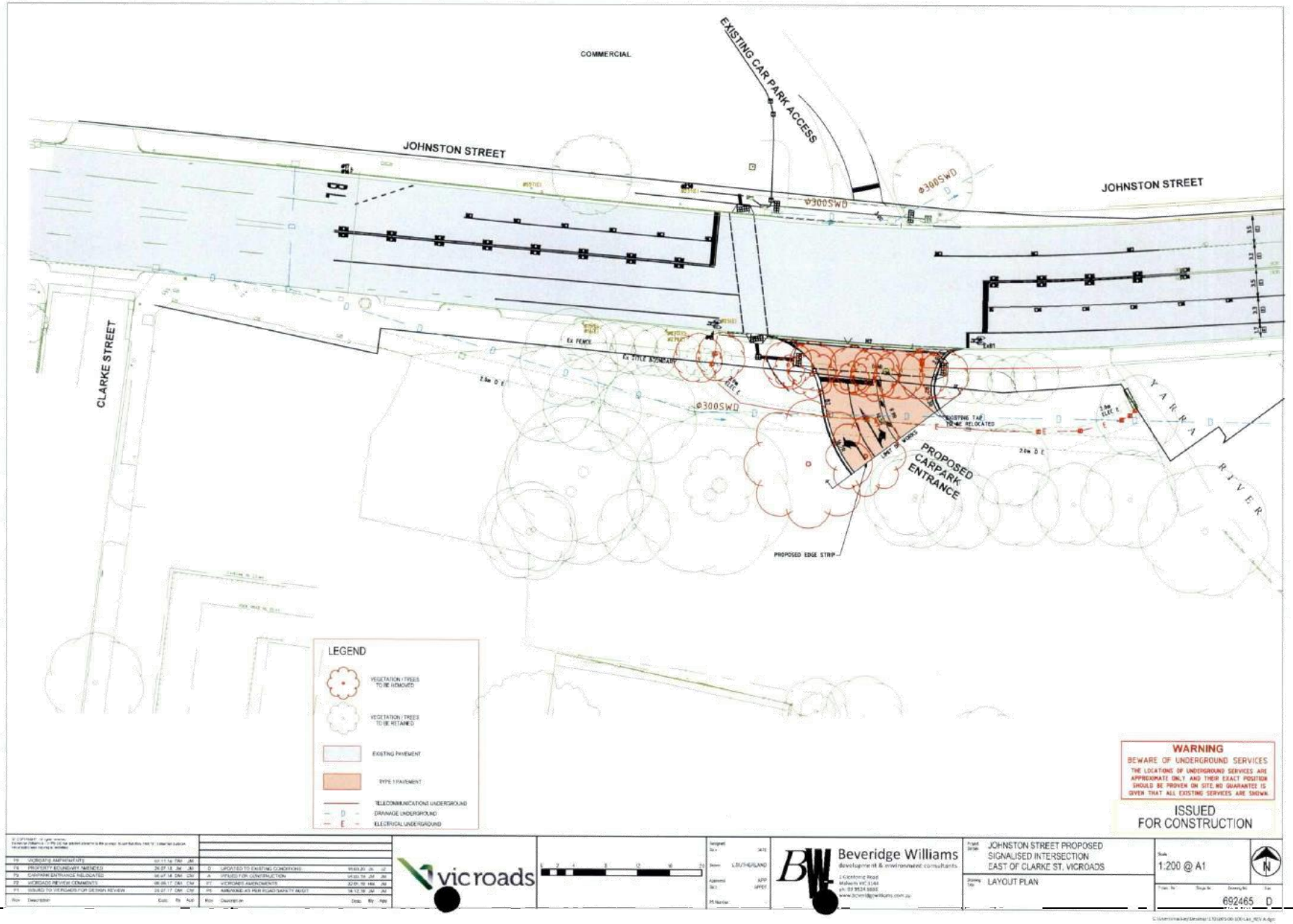


Attachment 2 - PLN20/0245 - Design Report

Attachment 2

Department of Transport/VicRoads Stage 2 Works Plan

Attachment 2 - PLN20/0245 - Design Report



Attachment 2 - PLN20/0245 - Design Report

Attachment 3

Glen Waters Arboricultural: 'Arboricultural Assessment & Report, Abbotsford Convent Car Park, Abbotsford, Stage 2 Works, March 2020'

Attachment 3 - PLN20/0245 - Arboricultural Report

Date of Report:	14 March 2020
Report Prepared By:	Glenn Waters Glenn Waters | Arboriculture
Author Qualifications:	Batchelor Applied Science Diploma of Horticulture Advanced Certificate of Arboriculture Certificate of Tree Surgery
Report ID:	18_027 / Version 2

ARBORICULTURAL ASSESSMENT & REPORT

Abbotsford Convent Car Park, Abbotsford
Stage 2 Works

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Attachment 3 - PLN20/0245 - Arboricultural Report

Arboricultural Assessment & Report

Abbotsford Convent Car Park, Abbotsford

Stage 2 Works

Executive Summary

There are one hundred and nine (109) trees located across the existing car park site and within the Stage 2 works area.

Of these 109 trees, 62 trees are listed for removal as part of the upgrade works with 47 trees being retained, including the 22 street and roadway trees. These 47 retained trees include 1 'Significant' , 12 'High' and 5 'Moderate' arboricultural/retention value trees.

This document will outline the tree protection works required during construction for these 47 trees so that they will be retained in the same condition as they current display.

Observations

The site is the existing formal and informal car parking area at the Abbotsford Convent, Abbotsford and includes a formal asphalt car parking area fronting on to St Heliers Street and with informal car parking areas to the north fronting on Johnston Street.

The site inspection and assessment captured data on one hundred and nine (109) trees located across the existing car park site. The Stage 2 works include all of the 109 subject site trees.

Of these109 trees, 62 trees are listed for removal as part of the upgrade works with 47 trees being retained. These 47 retained trees include 1 'Significant' , 12 'High' and 5 'Moderate' arboricultural/ retention value trees.

Of the forty-seven (47) tree to be retained, there are seventeen (17) Victorian Native specimens, one (1) Australian Native specimen, seven (7) Exotic Deciduous specimens *(Fraxinus angustifolia & Fraxinus 'Raywood')* and twenty-two (22) Exotic Evergreen specimens *(Schinus area)*.

The retained trees have been apportioned a Tree Protection Zone (TPZ) distances as per the Australian Standard AS 4970-2009 Protection of trees on development sites which defines a TPZ as being the trunk diameter of the tree multiplied by a factor of 12. (eg: a 30cm dbh X 12 = 3.6m radius TPZ). These are contained in the retained tree table below.

Discussion

General Tree Retention Discussion:

The Australian Standard AS 4970-2009 Protection of trees on development sites has been used to calculate the TPZ for the subject site trees.

The TPZ is calculated based on trunk (stem) diameter (DBH), measured at approximately 1.4 metres up from ground level. The radius of the TPZ is calculated by multiplying the trees DBH by 12. The method provides a TPZ that addresses both the stability and growing requirements of a tree. TPZ distances are measured as a radius from the centre of the trunk at (or near) ground level.

Encroachment into the TPZ is permissible under certain circumstances though is dependent on both site conditions and tree characteristics. Minor encroachment, up to 10% of the TPZ, is generally permissible provided encroachment is compensated for by recruitment of an equal area contiguous with the TPZ.

With a site such as this, it is important to understand that tree root growth is opportunistic and occurs where the essentials to life (primarily air and water) are present. Heterogeneous soil conditions, existing barriers, hard paved surfaces, roads and buildings may have inhibited the development of a symmetrically radiating root system and this may impact on the size and shape of a TPZ. Existing infrastructure around some trees may be within the TPZ or root plate radius and this may affect how roots are located and it is likely that the roots of individual trees may have grown in response to the site conditions and therefore 'normal' tree protection zone calculations may need to be modified to allow for such anomalies.

Appendix 1 lists the standard tree protection works that should be considered as part of the management of trees to be retained during development and these works should be seen as a minimum standard to apply.

Attachment 3 - PLN20/0245 - Arboricultural Report

Tree Impact Discussion

Trees To be Retained:

No	Common Name	Dbh	TPZs	Age	Tree Protection Works
1	Moreton Bay Fig	40	4.8	Semi-mature	Fencing during construction
2	Peppercorn	70	8.4	Mature	Fencing during construction
3	Common Olive	m	2.0	Semi-mature	Fencing during construction
4	Peppercorn	40	4.8	Semi-mature	Fencing during construction
5	Yellow Gum	25	3.0	Semi-mature	Fencing during construction
6	Yellow Gum	5	2.0	Young	Fencing during construction
7	Yellow Gum	5	2.0	Young	Fencing during construction
8	Yellow Gum	5	2.0	Young	Fencing during construction
9	Desert Ash	50	6.0	Mature	Fencing during construction
10	Yellow Gum	5	2.0	Young	Fencing during construction
11	Desert Ash	38	4.6	Mature	Fencing during construction
12	Yellow Gum	5	2.0	Young	Fencing during construction
13	Yellow Gum	5	2.0	Young	Fencing during construction
14	English Elm	40	4.8	Semi-mature	Fencing during construction
15	Yellow Gum	5	2.0	Young	Fencing during construction
16	Desert Ash	30	3.6	Semi-mature	Fencing during construction
17	English Elm	60	7.2	Mature	Fencing during construction
18	Desert Ash	40	4.8	Semi-mature	Fencing during construction
19	Yellow Gum	5	2.0	Young	Fencing during construction

Attachment 3 - PLN20/0245 - Arboricultural Report

No	Common Name	Dbh	TPZs	Age	Tree Protection Works
20	Yellow Gum	5	2.0	Young	Fencing during construction
21	Yellow Gum	5	2.0	Dead	Fencing during construction
22	Yellow Gum	5	2.0	Young	Fencing during construction
24	Peppercorn	38	4.6	Semi-mature	Fencing during construction
25	Peppercorn	20	2.4	Semi-mature	Fencing during construction
26	Peppercorn	40	4.8	Semi-mature	Fencing during construction
33	Peppercorn	65	7.8	Mature	Fencing during construction
40	Peppercorn	75	9.0	Mature	Fencing during construction
41	Peppercorn	75	9.0	Mature	Fencing during construction
46	Peppercorn	50/40	7.7	Mature	Fencing during construction
48	Peppercorn	60/60/50	11.2	Mature	Fencing during construction
50	Peppercorn	50	6.0	Semi-mature	Fencing during construction
52	Peppercorn	40/40	6.8	Semi-mature	Fencing during construction
53	Peppercorn	55	6.6	Semi-mature	Fencing during construction
56	Peppercorn	46/40	7.3	Semi-mature	Fencing during construction
62	Black She-oak	12	2.0	Semi-mature	Fencing during construction
63	Golden Wattle	20/18/15/12	4.0	Semi-mature	Fencing during construction
64	Yellow Box	30	3.6	Young	Fencing during construction
65	Golden Wattle	m	2.0	Semi-mature	Fencing during construction
66	Yellow Box	28/28	4.8	Semi-mature	Fencing during construction
67	Peppercorn	75/50/30	10.9	Mature	Fencing during construction
68	Peppercorn	90	10.8	Mature	Fencing during construction

Attachment 3 - PLN20/0245 - Arboricultural Report

No	Common Name	Dbh	TPZs	Age	Tree Protection Works
69	Peppercorn	50/45	8.0	Mature	Fencing during construction
72	Peppercorn	90	10.8	Mature	Fencing during construction
81	Peppercorn	90/70/70	15.0	Mature	Fencing during construction
82	Peppercorn	90	10.8	Mature	Fencing during construction
83	Peppercorn	65/50	9.8	Mature	Fencing during construction
84	Peppercorn	80/60/60	14.0	Mature	Fencing during construction
85	Peppercorn	40/35/20	6.8	Mature	Fencing during construction

The current design shows areas around individual trees where the current asphalt car parking areas will be removed and returned to garden bed or open space. This will great a much better root zone environment for these trees and should result in improved health of these trees.

There are several trees, particularly in the northern section of the site where the current car parking areas is dirt or gravel. The plan in these areas is to formalise the car parking spaces while creating garden beds or open space around the individual trees. While the proposed new car parking spaces may encroach into several tree's root zones, these areas are heavily compacted and the individual trees encroached should also improve with better access to improved open space.

Trees to be Removed:

The following trees are listed for removal as part of the current proposal:

No	Common Name	No	Common Name
23	Sweet Bursaria	74	Claret Ash
27	Peppercorn	75	Desert Ash
28	Peppercorn	76	Sweet Pittosporum
29	English Elm	77	Desert Ash
30	English Elm	78	Desert Ash
31	English Elm	79	Sweet Pittosporum
32	English Elm	86	Desert Ash
34	Peppercorn	87	Claret Ash

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35	Peppercorn	88	Desert Ash
36	English Elm	89	Sweet Pittosporum
37	English Elm	90	Flax-leaf Paperbark
38	English Elm	91	Flax-leaf Paperbark
39	English Elm	92	Flax-leaf Paperbark
42	Peppercorn	93	Flax-leaf Paperbark
43	Peppercorn	94	Flax-leaf Paperbark
44	Yellow Bloodwood	95	Flax-leaf Paperbark
45	Peppercorn	96	Flax-leaf Paperbark
47	Peppercorn	97	Flax-leaf Paperbark
49	Peppercorn	98	Flax-leaf Paperbark
51	Gossamer Wattle	99	Flax-leaf Paperbark
54	Peppercorn	10	Flax-leaf Paperbark
55	Peppercorn	101	Flax-leaf Paperbark
57	Peach	102	Flax-leaf Paperbark
58	Gossamer Wattle	103	Flax-leaf Paperbark
59	Gossamer Wattle	104	Flax-leaf Paperbark
60	Yellow Bloodwood	105	Flax-leaf Paperbark
61	Coast Wattle	106	Flax-leaf Paperbark
70	Tree of Heaven	107	Flax-leaf Paperbark
71	Peppercorn	108	Flax-leaf Paperbark
73	Claret Ash	109	Claret Ash

Attachment 3 - PLN20/0245 - Arboricultural Report

Tree Management Plan

Project Arborist Appointment:

A Project Arborist must be pointed prior to construction to ensure that the objectives and actions of this Tree Management Plan are carried out.

General Tree Management Plan Timetable.

Development Phase	Task	Tree requirements	Performed by
Pre-demolition & Demolition:			
Pre demolition and development	Site induction	To educate contractors of the project requirements for tree retention and protection	Project team
Pre demolition	Erection of Tree Protection Zone fencing	Project Arborist to confirm setout and access points. Mulching as required	Site Manager / Project Arborist
Construction:			
Construction	Supply irrigation to trees in warmer months	Supplying water is the most important maintenance task. Irrigation to be supplied on regular basis throughout spring and summer.	Site Manager / Landscape Contractor / Project Arborist
Post Construction:			
Post Construction	Removal of protection fencing	This should only be done when all site works are complete.	Site Manager / Project Arborist
Post Construction	Landscape Planting	Root disturbance within the TPZ is to be kept to a minimum. All planting holes within the TPZ are to be hand dug and relocated if roots over 30mm ⌀ are encountered.	Landscape Contractor
Post Construction	Monitor tree condition	At 6 month intervals. Recommend remedial works if applicable.	Project Arborist

Attachment 3 - PLN20/0245 - Arboricultural Report

Timetable for the Project Arborist Attendance on-Site.

The Project Arborist shall be contacted and available for attendance on the site for the following key milestones:

- Prior to demolition during or immediately after the setup of the Tree Protection Zone fencing. The Project Arborist must check and confirm the alignments and access points.
- During construction when any works enter the Tree Protection Zones.
- During or immediately after the removal of the Tree Protection Zone fencing. The Project Arborist must check and confirm the condition of the two street trees. A final overview report on the construction process and the tree protection issues should be prepared at this time and a timeframe for ongoing tree monitoring set.

Should damage occur to any retained tree, the Project Arborist must be contacted within 24 hours and a site inspection be arranged. Any works arising out of any damage inspection must be carried out as soon as practical.

Should any construction works require alteration to protection measures outlined in report the Project Arborist must provide written advice as to the requirements and the new tree protection measures.

Glenn Waters
GLENN WATERS | ARBORICULTURE

Appendix 1: Retained Tree Protection During Phase 1

The following are guidelines that must be implemented to minimise the impact of the proposed construction works on the retained trees.

- The Tree Protection Zone (TPZ) is fenced and clearly marked at all times. This fence should deter the placement of building materials, entry of heavy equipment and vehicles and also the entry of workers and/or the public into the TPZ. Australian Standard AS 4687 - 2007 *Temporary fencing and hoardings*, specifies appropriate fencing requirements. Existing perimeter fencing can be incorporated into the protective fencing. Shade cloth should be attached to reduce the movement of dust and other particulates into the TPZ. Signs identifying the TPZ are to be placed on the fencing.
- If the area within the TPZ is to be accessed during the construction phase then the area will need ground protection. Measures may include a permeable membrane, such as a geotextile, to cover the TPZ area beneath a 100 mm layer of crushed rock below rumble boards.
- Contractors and site workers should receive written and verbal instruction as to the importance of tree protection and preservation within the site. Successful tree preservation occurs when there is a commitment from all relevant parties involved in designing, constructing and managing a development project.
- The Project Arborist is on-site to supervise excavation works around the existing trees where the TPZ will be encroached.
- There is no immediate requirement for mulching within the TPZ. There is benefit to maintaining existing site conditions within the TPZ and is more analogous to proposed completion conditions. Monitoring of the trees in-line with prevailing weather conditions will indicate if mulching will be required. The same approach is to used in providing supplemental irrigation.
- No persons, vehicles or machinery to enter the TPZ without the consent of the consulting arborist or site manager.
- Any underground service installations within the allocated TPZ should be bored and utility authorities should common trench where possible.
- No fuel, oil dumps or chemicals shall be allowed in or stored on the TPZ and the servicing and refuelling of equipment and vehicles should be carried out away from the root zones. No storage of material, equipment or temporary building should take place over the root zone of the tree. Nothing whatsoever should be attached to the tree including temporary services wires, nails, screws or any other fixing device.
- Any pruning that is required must be carried out by trained and competent arborist who has a thorough knowledge of tree physiology and pruning methods and carry out pruning to the Australian Standard – AS 4373 – 2007 *Pruning of Amenity Trees*.
- All excavation within the Tree Protection Zone must be carried out by hand digging or with the use of 'NDD-Excavation' techniques and only when supervised by the Project Arborist. Where the Project Arborist identifies roots to be pruned within the TPZ, they should be pruned with a final cut to undamaged wood. Pruning cuts should be made with sharp tools such as secateurs, pruners, handsaws or chainsaws. It is not acceptable for roots within the TPZ to be 'pruned' with machinery such as backhoes or excavators.

Attachment 3 - PLN20/0245 - Arboricultural Report

No	Dbh	bdbh	H x S	Species	Common Name	Age	Health	Structure	Arb Value	TPZ (m radius)	<10% distance	SRZ	ULE	Comments	Origin	Status
1	40	60	7 x 14	*Ficus macrophylla*	Moreton Bay Fig	Semi-mature	Fair	Poor	Low-Moderate	4.8	3.3m	2.7m	26-50		Aust. Native	Retained
2	70	90	10 x 16	*Schinus areria*	Peppercorn	Mature	Fair	Fair	High	8.4	5.8m	3.2m	50+		Exotic Evergreen	Retained
3	m	30	2-3 x 3-4	*Olea europaea*	Common Olive	Semi-mature	Fair-Poor	Poor	Low	2.0	1.5m	2.0m	6-10	4 trees	Exotic Deciduous	Retained
4	40	50	7 x 9	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	4.8	3.3m	2.6m	26-50		Exotic Evergreen	Retained
5	25	30	10 x 8	*Eucalyptus leucoxylon*	Yellow Gum	Semi-mature	Poor	Fair-Poor	Low	3.0	2.1m	2.0m	6-10		Vic. Native	Retained
6	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
7	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
8	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
9	50	60	5 x 6	*Fraxinus angustifolia*	Desert Ash	Mature	Poor	Poor	Low	6.0	4.1m	2.7m	6-10		Exotic Deciduous	Retained
10	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
11	38	45	5 x 6	*Fraxinus angustifolia*	Desert Ash	Mature	Poor	Poor	Low	4.6	3.2m	2.4m	6-10		Exotic Deciduous	Retained
12	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
13	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
14	40	55	8 x 9	*Ulmus procera*	English Elm	Semi-mature	Fair-Poor	Poor	Low-Moderate	4.8	3.3m	2.6m	11-25		Exotic Deciduous	Retained
15	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
16	30	40	8 x 7	*Fraxinus angustifolia*	Desert Ash	Semi-mature	Fair-Poor	Poor	Low	3.6	2.5m	2.3m	6-10		Exotic Deciduous	Retained
17	60	80	14 x 11	*Ulmus procera*	English Elm	Mature	Fair-Poor	Poor	Low-Moderate	7.2	5.0m	3.0m	11-25		Exotic Deciduous	Retained
18	40	60	11 x 10	*Fraxinus angustifolia*	Desert Ash	Semi-mature	Fair-Poor	Fair-Poor	Low	4.8	3.3m	2.7m	11-25		Exotic Deciduous	Retained
19	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
20	5	8	3 x 3	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
21	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Dead				2.0	1.5m	1.5m	0		Vic. Native	Retained
22	5	8	2 x 2	*Eucalyptus leucoxylon*	Yellow Gum	Young	Fair	Fair-Poor	Low	2.0	1.5m	1.5m	11-25		Vic. Native	Retained
23	10	12	4 x 2	*Bursaria spinosa*	Sweet Bursaria	Young	Fair-Poor	Fair-Poor	Low	2.0	1.5m	1.5m	11-25	5 trees	Vic. Native	Remove
24	38	40	10 x12	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	4.6	3.2m	2.3m	26-50		Exotic Evergreen	Retained
25	20	40	8 x 10	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	2.4	1.7m	2.3m	26-50		Exotic Evergreen	Retained
26	40	60	8 x 13	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	4.8	3.3m	2.7m	26-50		Exotic Evergreen	Retained
27	25	30	8 x 10	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	3.0	2.1m	2.0m	26-50		Exotic Evergreen	Remove
28	30	40	8 x 10	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	3.6	2.5m	2.3m	26-50		Exotic Evergreen	Remove
29	20	25	5 x 6	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	2.4	1.7m	1.9	0-5		Exotic Deciduous	Remove
30	20	25	6 x 6	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	2.4	1.7m	1.8m	0-5		Exotic Deciduous	Remove
31	20	25	6 x 6	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	2.4	1.7m	1.8m	0-5		Exotic Deciduous	Remove
32	20	25	6 x 6	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	2.4	1.7m	1.8m	0-5		Exotic Deciduous	Remove
33	65	80	11 x 22	*Schinus areria*	Peppercorn	Mature	Fair	Fair	High	7.8	5.4m	3.0m	50+		Exotic Evergreen	Remove
34	28	40	8 x 7	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	3.4	2.3m	2.3m	26-50		Exotic Evergreen	Remove
35	35	40	7 x 7	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	4.2	2.9m	2.3m	26-50		Exotic Evergreen	Remove
36	20	25	6 x 7	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	2.4	1.7m	1.8m	0-5		Exotic Deciduous	Remove
37	30	35	8 x 8	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	3.6	2.5m	2.1m	0-5	severe elb infestation	Exotic Deciduous	Remove
38	25	30	6 x 6	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	3.0	2.1m	2.0m	0-5		Exotic Deciduous	Remove
39	25	30	6 x 6	*Ulmus procera*	English Elm	Young	Very Poor	Fair-Poor	Low	3.0	2.1m	2.0m	0-5		Exotic Deciduous	Remove
40	75	90	12 x 16	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair	High	9.0	6.2m	3.2m	50+		Exotic Evergreen	Retained
41	75	90	12 x 16	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair	High	9.0	6.2m	3.2m	50+		Exotic Evergreen	Retained
42	40	45	8 x 8	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Poor	Low	4.8	3.3m	2.4m	6-10		Exotic Evergreen	Remove
43	50	55	9 x 11	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Moderate	6.0	4.1m	2.6m	26-50		Exotic Evergreen	Remove
44	25/25/20	40	8 x 12	*Corymbia eximia*	Yellow Bloodwood	Semi-mature	Fair-Poor	Fair	Moderate	4.9	3.4m	2.3m	11-25		Aust. Native	Remove
45	25	30	6 x 7	*Schinus areria*	Peppercorn	Young	Fair-Poor	Fair-Poor	Low-Moderate	3.0	2.1m	2.0m	26-50		Exotic Evergreen	Remove
46	50/40	90	10 x 18	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair	High	7.7	5.3m	3.2m	50+		Exotic Evergreen	Retained
47	40	60	8 x 10	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Low-Moderate	4.8	3.3m	2.7m	26-50		Exotic Evergreen	Remove
48	60/60/50	100	10 x 18	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair	High	11.2	7.7m	3.3m	50+		Exotic Evergreen	Retained
49	25	35	6 x 7	*Schinus areria*	Peppercorn	Young	Fair-Poor	Fair-Poor	Low	3.0	2.1m	2.1m	26-50		Exotic Evergreen	Remove
50	50	65	10 x 14	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Moderate	6.0	4.1m	2.8m	26-50		Exotic Evergreen	Retained
51	12/10/10	30	3 x 6	*Acacia floribunda*	Gossamer Wattle	Young	Fair	Poor	Low	2.2	1.5m	2.0m	6-10	Weed tree	Vic. Native	Remove
52	40/40	70	10 x 14	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Moderate	6.8	4.7m	2.8m	26-50		Exotic Evergreen	Retained
53	55	65	10 x 14	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Moderate	6.6	4.5m	2.8m	26-50		Exotic Evergreen	Retained
54	30/30	50	9 x 13	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair	Low-Moderate	5.0	3.4m	2.5m	11-25		Exotic Evergreen	Remove
55	38/25	55	10 x 14	*Schinus areria*	Peppercorn	Semi-mature	Poor	Fair-Poor	Moderate	5.5	3.8m	2.6m	11-25		Exotic Evergreen	Remove
56	46/40	60	9 x 14	*Schinus areria*	Peppercorn	Semi-mature	Fair-Poor	Fair-Poor	Moderate	7.3	5.0m	2.7m	26-50		Exotic Evergreen	Retained

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57	m	2	3 x 5	*Prunus persica*	Peach	Semi-mature	Fair-Poor	Poor	None	2.0	1.5m		0		Exotic Deciduous	Remove
58	12/10	25	4 x 6	*Acacia floribunda*	Gossamer Wattle	Semi-mature	Fair-Poor	Poor	None	2.0	1.5m	1.8m	6-10	Weed tree	Vic. Native	Remove
59	12/12/10	28	4 x 6	*Acacia floribunda*	Gossamer Wattle	Semi-mature	Fair-Poor	Poor	None	2.4	1.7m	1.9m	6-10	Weed tree	Vic. Native	Remove
60	30	38	8 x 12	*Corymbia eximia*	Yellow Bloodwood	Semi-mature	Fair-Poor	Fair	Moderate	3.6	2.5m	2.2m	11-25		Aust. Native	Remove
61	15/12/12	25	6 x 7	*Acacia longifolia*	Coast Wattle	Semi-mature	Poor	Poor	None	2.8	1.9m	1.8m	0-5	Weed tree	Vic. Native	Remove
62	12	18	4 x 4	*Allocasuarina littoralis*	Black She-oak	Semi-mature	Poor	Fair-Poor	Low	2.0	1.5m	1.5m	0-5	2 trees	Vic. Native	Retained
63	20/18/15/12	30	6 x 8	*Acacia pycnantha*	Golden Wattle	Semi-mature	Poor	Poor	None	4.0	2.8m	2.0m	0-5		Vic. Native	Retained
64	30	38	11 x 10	*Eucalyptus meliodora*	Yellow Box	Young	Fair-Poor	Poor	Low	3.6	2.5m	2.2m	26-50	bifurcation of main leaders	Vic. Native	Retained
65	m	28	6 x 8	*Acacia pycnantha*	Golden Wattle	Semi-mature	Poor	Poor	None	2.0	1.5m	1.9m	0-5		Vic. Native	Retained
66	28/28	40	11 x 13	*Eucalyptus meliodora*	Yellow Box	Semi-mature	Fair-Poor	Poor	Low	4.8	3.3m	2.3m	11-25	bifurcation of main leaders	Vic. Native	Retained
67	75/50/30	110	14 x 20	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	High	10.9	7.5m	3.4m	26-50		Exotic Evergreen	Retained
68	90	110	12 x 15	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	High	10.8	7.4m	3.4m	26-50		Exotic Evergreen	Retained
69	50/45	85	12 x 14	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	Moderate	8.0	5.5m	3.12m	26-50		Exotic Evergreen	Retained
70	38	50	14 x 16	*Ailanthus altissima*	Tree of Heaven	Mature	Fair-Poor	Fair-Poor	None	4.6	3.2m	2.5m	0	Weed tree	Exotic Deciduous	Remove
71	55	70	12 x 16	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	Moderate	6.6	4.5m	2.8m	26-50		Exotic Evergreen	Remove
72	75	90	12 x 18	*Schinus areria*	Peppercorn	Mature	Fair	Fair-Poor	High	9.0	6.2m	3.2m	50+		Exotic Evergreen	Retained
73	45	55	11 x 13	*Fraxinus 'Raywood'*	Claret Ash	Mature	Poor	Fair-Poor	Low-Moderate	5.4	3.7m	2.6m	11-25		Exotic Deciduous	Remove
74	40	48	11 x 13	*Fraxinus 'Raywood'*	Claret Ash	Mature	Poor	Fair-Poor	Low-Moderate	4.8	3.3m	2.4m	11-25		Exotic Deciduous	Remove
75	45	55	11 x 14	*Fraxinus angustifolia*	Desert Ash	Mature	Poor	Fair-Poor	Low-Moderate	5.4	3.7m	2.6m	11-25		Exotic Deciduous	Remove
76	35	40	7 x 10	*Pittosporum undulatum*	Sweet Pittosporum	Semi-mature	Poor	Fair-Poor	Low-Moderate	4.2	2.9m	2.3m	6-10		Vic. Native	Remove
77	45	55	11 x 14	*Fraxinus angustifolia*	Desert Ash	Mature	Poor	Fair-Poor	Low-Moderate	5.4	3.7m	2.6m	11-25		Exotic Deciduous	Remove
78	45	55	11 x 14	*Fraxinus angustifolia*	Desert Ash	Mature	Poor	Fair-Poor	Low-Moderate	5.4	3.7m	2.6m	11-25		Exotic Deciduous	Remove
79	30/25	45	7 x 10	*Pittosporum undulatum*	Sweet Pittosporum	Semi-mature	Poor	Fair-Poor	Low-Moderate	4.7	3.2m	2.4m	6-10		Vic. Native	Remove
80	50	60	16 x 14	*Fraxinus 'Raywood'*	Claret Ash	Mature	Poor	Fair-Poor	Low-Moderate	6.0	4.1m	2.7m	11-25		Exotic Deciduous	Remove
81	90/70/70	210	16 x 22	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair	Significant	15.0	10.3m	3.6m	26-50		Exotic Evergreen	Retained
82	90	110	15 x 20	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	High	10.8	7.4m	3.6m	50+		Exotic Evergreen	Retained
83	65/50	100	15 x 20	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	High	9.8	6.7m	3.3m	50+		Exotic Evergreen	Retained
84	80/60/60	120	15 x 20	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	High	14.0	9.6m	3.6m	50+		Exotic Evergreen	Retained
85	40/35/20	100	15 x 16	*Schinus areria*	Peppercorn	Mature	Fair-Poor	Fair-Poor	High	6.8	4.7m	3.3m	50+		Exotic Evergreen	Retained
86	35	40	8 x 8	*Fraxinus angustifolia*	Desert Ash	Semi-mature	Poor	Fair-Poor	Low	4.2	2.9m	2.3m	6-10		Exotic Deciduous	Remove
87	30/25	50	12 x 14	*Fraxinus 'Raywood'*	Claret Ash	Semi-mature	Poor	Fair-Poor	Low	4.7	3.2m	2.5m	0-5		Exotic Deciduous	Remove
88	35	40	8 x 8	*Fraxinus angustifolia*	Desert Ash	Semi-mature	Poor	Fair-Poor	Low	4.2	2.9m	2.3m	6-10		Exotic Deciduous	Remove
89	25	30	8 x 7	*Pittosporum undulatum*	Sweet Pittosporum	Semi-mature	Fair-Poor	Fair-Poor	Low	3.0	2.1m	2.0m	6-10		Vic. Native	Remove
90	70	80	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	8.4	5.8m	3.0m	11-25		Aust. Native	Remove
91	50	70	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	6.0	4.1m	2.8m	11-25		Aust. Native	Remove
92	60	65	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	7.2	5.0m	2.8m	11-25		Aust. Native	Remove
93	50	58	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	6.0	4.1m	2.6m	11-25		Aust. Native	Remove
94	30	40	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	3.6	2.5m	2.3m	11-25		Aust. Native	Remove
95	40	48	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	4.8	3.3m	2.4m	11-25		Aust. Native	Remove
96	40	5	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	4.8	3.3m		11-25		Aust. Native	Remove
97	40	58	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	4.8	3.3m	2.6m	11-25		Aust. Native	Remove
98	60	70	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	7.2	5.0m	2.8m	11-25		Aust. Native	Remove
99	40	45	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Poor	Poor	Low-Moderate	4.8	3.3m	2.4m	11-25		Aust. Native	Remove
100	45	50	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Poor	Poor	Low-Moderate	5.4	3.7m	2.5m	11-25		Aust. Native	Remove
101	40	50	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Poor	Poor	Low-Moderate	4.8	3.3m	2.5m	11-25		Aust. Native	Remove
102	40	50	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Poor	Poor	Low-Moderate	4.8	3.3m	2.5m	11-25		Aust. Native	Remove
103	40	50	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Poor	Poor	Low-Moderate	4.8	3.3m	2.5m	11-25		Aust. Native	Remove
104	35	45	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Poor	Poor	Low-Moderate	4.2	2.9m	2.4m	11-25		Aust. Native	Remove
105	30	39	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Poor	Poor	Low-Moderate	3.6	2.5m	2.2m	11-25		Aust. Native	Remove
106	35	40	4 x 6	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	4.2	2.9m	2.3m	11-25		Aust. Native	Remove
107	60	65	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	7.2	5.0m	2.8m	11-25		Aust. Native	Remove
108	40	50	6 x 8	*Melaleuca linariifolia*	Flax-leaf Paperbark	Mature	Fair-Poor	Poor	Low-Moderate	4.8	3.3m	2.5m	11-25		Aust. Native	Remove
109	28/25/15	35	10 x 10	*Fraxinus 'Raywood'*	Claret Ash	Semi-mature	Poor	Fair-Poor	Low	4.8	3.3m	2.1m	6-10		Exotic Deciduous	Remove

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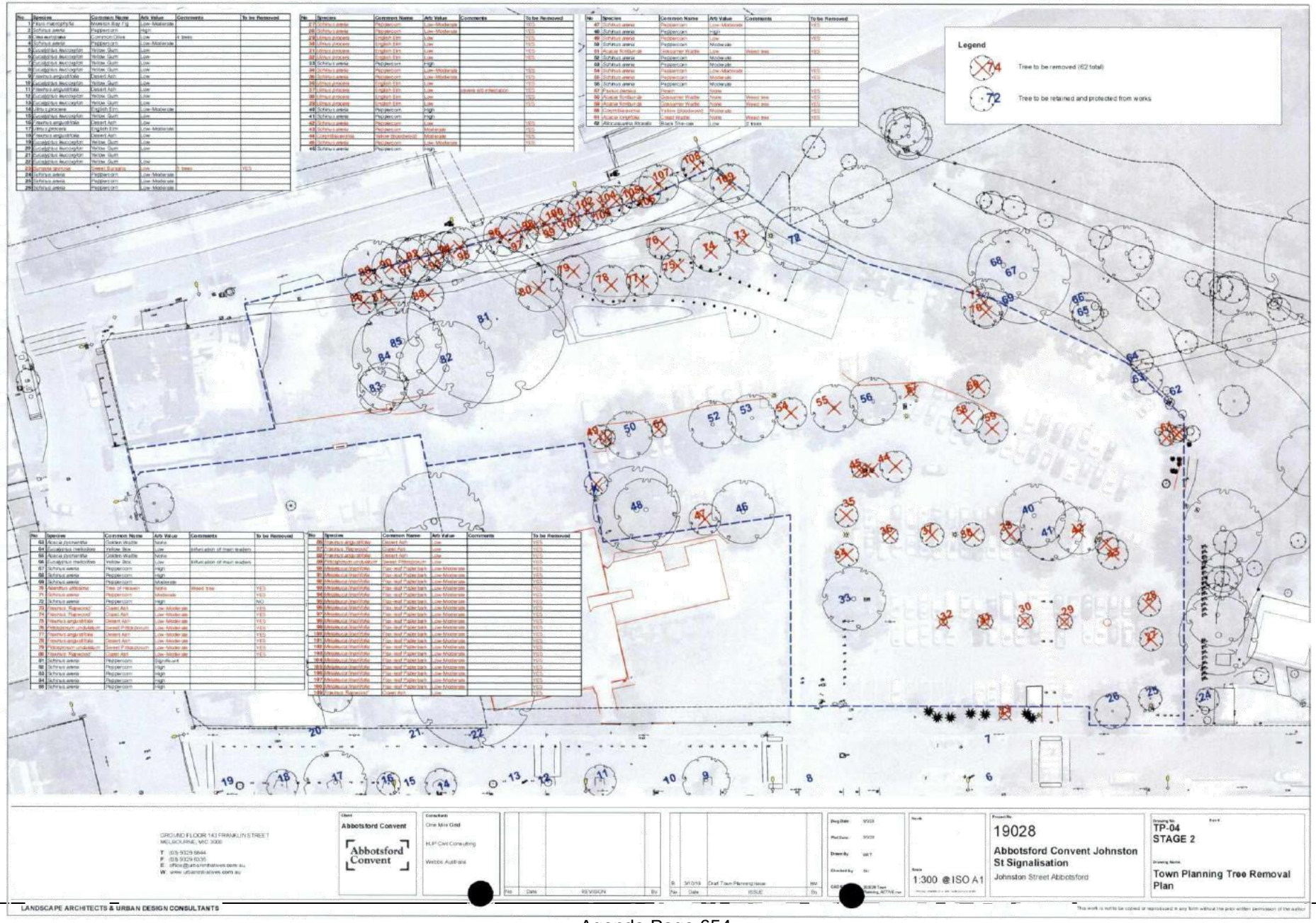

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Tree Descriptors - Version 10 (December 2019)

The typical assessment of a tree evaluates the factors of health and structure. The descriptors of health and structure attributed to a tree evaluate the individual specimen as compared to what could be considered typical for that species growing in its location. The two factors are completely separate and it is possible to have a tree in good health with very poor structure or, conversely, a tree in very poor health with good structure. These two factors should be used a guide to the overall tree condition at the time of inspection.

Tree No:

A unique identifier, normally a number and often associated with a plan or map reference and used to identify an individual tree or tree group.

Species:

Provides botanical name, (genus, species, variety and cultivar) according to accepted international codes of taxonomic classification (where possible).

Common Name:

Provide the most well-known non-scientific name by which the tree is generally known.

DBH (trunk diameter, measured at 1.4m from ground):

Indicates the trunk diameter (expressed in centimetres) of an individual tree measured at 1.4m above the existing ground level. Plants with a multi-stemmed habit may be measured below the 1.4m or at the tree base. DBH measurements are usually undertaken with foresters diameter tape or builders tape.

It us used to calculate the Tree Protection Zone (TPZ) as outlined in the Australian Standard AS 4970-2009 *Protection of trees on development sites*.

DBH in the tree data followed by an * are where the dbh has been estimated due to not having access to the tree (usually neighbouring properties).

Basal Trunk Diameter:

This is the trunk diameter measured as the base of the trunk immediately above the root buttress or trunk flare. It us used to calculate the Structural Root Zone (SRZ) as outlined in the Australian Standard AS 4970-2009 *Protection of trees on development sites*.

H x W (Height x Width or Canopy Spread):

Indicates the height and width of the individual tree; dimensions are expressed in metres. Height is measured with a clinometer/heightmeter where possible. Tree heights may be estimated in line with previous clinometer readings in conjunction with author's experience. Crown widths are generally paced (estimated) at the widest axis or averaged.

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Tree Type:

Describes the general geographic origin of the species and its type (e.g. deciduous or evergreen).

Category	Description
Indigenous	Occurs naturally in the area or region of the subject site
Victorian native	Occurs naturally within some part of the State of Victoria (not exclusively) but is not indigenous
Australian native	Occurs naturally within Australia but is not a Victorian native or indigenous
Exotic deciduous	Occurs outside of Australia and typically sheds its leaves during winter
Exotic evergreen	Occurs outside of Australia and typically holds its leaves all year round
Exotic conifer	Occurs outside of Australia and is classified as a gymnosperm
Native conifer	Occurs naturally within Australia and is classified as a gymnosperm
Palm	Woody monocotyledon

Age:

Relates to the physiological stage of the tree's life cycle.

Category	Description
Young	Sapling tree and/or recently planted
Semi-mature	Tree rapidly increasing in size and yet to achieve expected size in situation
Maturing	Specimen approaching expected size in situation, with reduced incremental growth
Mature	Specimen at its expected size in its situation
Senescent	Tree is over-mature and in decline
Dead	Tree is dead

Health:

Assesses a range of attributes to describe the overall health of the tree.

Category	Growth Indicators	Decline symptoms/ Deadwood	Foliage density, colour, size, intactness	Pests and/or disease
Good	Above typical	None or minimal	Better than typical	None or minimal
Fair	Typical	Typical or expected	Typical	Typical, within damage thresholds
Fair to Poor	Below typical	More than typical	Exhibiting deficiencies	Exceeds damage thresholds
Poor	Minimal	Considerable amount/ size	Exhibiting severe deficiencies	Contributing to decline
Very Poor	Below minimal	Significant amount and size	Significantly below typical	Extreme
Dead	N/A	N/A	N/A	N/A

Structure:

Assesses principal components of tree structure.

Descriptor	Root plate & lower stem	Trunk	Primary branch support	Outer crown and roots	Lean from vertical
Good	No damage, disease or decay; obvious basal flare / stable in ground	No damage, disease or decay; well tapered	Well formed, attached, spaced and tapered	No damage, disease, decay or structural defect	Low or none
Fair	Minor damage or decay	Minor damage or decay	Typically formed, attached, spaced and tapered	Minor damage, disease or decay; minor branch end-weight or over-extension	Minor / natural
Poor	Moderate damage or decay; minimal basal flare	Moderate damage or decay; approaching recognised thresholds	Weak, decayed or with acute branch attachments; previous branch failure evidence	Moderate damage, disease or decay; moderate branch end-weight or over-extension	Moderate
Very Poor	Major damage, disease or decay; fungal fruiting bodies present	Major damage, disease or decay; exceeds recognised thresholds; fungal fruiting bodies present	Decayed, cavities or has acute branch attachments with included bark; excessive compression flaring; failure likely	Major damage, disease or decay; fungal fruiting bodies present; major branch end-weight or over-extension	Acute
Hazardous	Excessive damage, disease or decay; unstable / loose in ground; failure probable	Excessive damage, disease or decay; cavities	Decayed, cavities or branch attachments with active split; failure imminent	Excessive damage, disease or decay; excessive branch end-weight or over-extension	Excessive – root plate failure or stem failure probable

The lowest or worst descriptor assigned to the tree in any column is generally the overall rating assigned to the tree. The assessment for structure is limited to observations of external and above ground tree parts. It does not include any exploratory assessment of underground or internal tree parts unless this is requested as part of the investigation.

Trees are assessed and the given a rating for a point in time. Generally, trees with a poor or very poor structure are beyond the benefit of practical arboricultural treatments. The management of trees in the urban environment requires appropriate arboricultural input and consideration of risk.

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Arboricultural / Retention Value Rating:

Relates to the combination of previous tree rating factors, including health, structure and form (arboricultural merit), and also conveys an amenity value. This rating relates to the trees biological, functional and aesthetic characteristics within an urban landscape context.

Category	Description
Significant	Tree of better than high quality and will be an outstanding example of the species due to factors such as age, size, outstanding example, rare in cultivation, etc. Retention of these trees should be a priority for the site.
High	Tree of high quality in good to fair condition. Generally a prominent arboricultural feature. Tree is capable of tolerating changes in its environment. These trees have the potential to be a medium to long-term component of the landscape if managed appropriately. Retention of these trees is highly desirable.
Moderate	Tree of moderate quality, in fair or better condition. Generally contributes to the landscape. Tree may have a condition, and or structural problem that will respond to arboricultural treatment. Tree is capable of tolerating changes in its environment. These trees have the potential to be a medium to long-term component of the landscape if managed appropriately. Retention of these trees is generally desirable.
Low-Moderate	Trees with indicators that sit between Low and Moderate
Low	Tree of low quality and/or little amenity value. Tree in poor health and/or with poor structure. Tree unlikely to respond positively to changes in its environment and does not warrant design modification to preserve it. Tree may be beyond the benefit of practical arboricultural treatments. Tree is not significant for its size and/or young. These trees are easily replaceable. Tree (species) is functionally inappropriate to specific location and would be expected to be problematic if retained. Retention of such trees may be considered if not requiring a disproportionate expenditure of resources for a tree in its condition and location.
None	Tree has a severe structural defect and/or health problem that cannot be sustained with practical arboricultural techniques and the loss of tree would be expected in the short term. Tree whose retention would be impractical after the removal of adjacent trees (includes trees that have developed in close spaced groups and would not be expected to acclimatise to severe alterations to surrounding environment – removal of adjacent shelter trees) Tree has a detrimental effect on the environment, for example, the tree is a woody weed. These trees should be removed on the basis of sound arboricultural management.

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Useful Life Expectancy

Assessment of useful life expectancy provides an indication of health and tree appropriateness and involves an estimate of how long a tree is likely to remain in the landscape based on species, stage of life (cycle), health, amenity, environmental services contribution, conflicts with adjacent infrastructure and risk to the community.

The assessment is based on the site conditions not being significantly altered and that any prescribed maintenance works are carried out (site conditions are presumed to remain relatively constant and the tree would be maintained under scheduled maintenance programs).

ULE Rating	Description
< 1 year	Tree may be dead or mostly dead. Tree may exhibit major structural faults. Tree may be an imminent failure hazard. Excessive infrastructure damage with high risk potential that cannot be remedied.
1 - 5 years	Tree is exhibiting severe chronic decline. Crown is likely to be less than 50% typical density. Crown may be mostly epicormic growth. Dieback of large limbs is common (large deadwood may have been pruned out). Over-mature and senescing. Infrastructure conflicts with heightened risk potential. Tree has outgrown site constraints.
6 - 10 years	Tree is exhibiting chronic decline. Crown density will be less than typical and epicormic growth is likely to present. The crown may still be mostly entire, but some dieback is likely to be evident. Dieback may include large limbs. Over-mature and senescing or early decline symptoms in short-lived species. Early infrastructure conflicts with potential to increase regardless of management inputs.
10-25 years	Trees displaying normal growth characteristics. Tree may be growing in restricted environment (e.g. streetscapes) or may be in late maturity. Tree may be growing in restricted environment (e.g. streetscapes) or may be in late maturity.
25+ years	Generally juvenile and semi-mature trees exhibiting normal growth characteristics in parks or open space. Could also be maturing, long-lived trees. Tree well suited to the site with negligible potential for infrastructure conflicts.

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Tree Risk Assessment

A primary goal of tree risk assessment is to provide information about the level of risk posed by a tree over a specific time period. This is accomplished in qualitative tree risk assessment by first determining the categories for likelihood and consequences of tree failure. These factors are determined by:

1. Evaluating the structural conditions that may lead to failure; the potential loads on the tree; and the trees' adaptations to weaknesses—to determine the likelihood of failure.
2. Evaluating the likelihood that a tree or branch could strike people or property or disrupt activities.
3. Assessing the injury, damage or disruption—to estimate the consequences of failure.

A matrix-based, qualitative approach to tree risk assessment is used define the level of risk. The factors collected during the tree assessment, particularly with regard to the trees structure are used in this determination.

The risk category is then compared to the level of risk that is acceptable to the client, controlling authority, or societal standards. If the risk category defined for the tree risk exceeds the level of acceptable risk, mitigation is recommended.

Risk Assessment Matrix

Likelihood of Failure	**Likelihood of Failure (Target/Consequence)**			
	Unlikely	Somewhat Likely	Likely	Very Likely
Imminent (Very Poor Structure)	Low	Moderate	High	Extreme
Probable (Poor Structure)	Low	Moderate	High	High
Possible (Fair-Poor Structure)	Low	Low	Moderate	Moderate
Improbable (Fair Structure)	Low	Low	Low	Low

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Standards Australia (2009) Australian Standard AS 4970-2009 Protection of trees on development sites.

Attachment 3 - PLN20/0245 - Arboricultural Report

GLENN WATERS | ARBORICULTURE

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To the writer's knowledge all facts, matter and all assumptions upon which the report proceeds have been stated within the body of the report and all opinion contained within the report will be fully researched and referenced and any such opinion not duly researched is based upon the writers experience and observations.

Attachment 3 - PLN20/0245 - Arboricultural Report

Attachment 4

One Mile Grid, Traffic Engineers: 'Abbotsford Convent Car Park, Transport Impact Assessment, 20 March 2020

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

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20 March 2020

Abbotsford Convent Foundation

Attention: John Di Natale

Abbotsford Convent Car Park
Transport Impact Assessment

Dear John,

Introduction

onemile**grid** has been requested by Abbotsford Convent Foundation to undertake a Transport Impact Assessment of the proposed improvements to the Abbotsford Convent Car Park.

Existing Conditions

The Abbottsford Convent is located on St Heliers Street in Abbottsford, and is serviced by a car park is situated between St Hellier Street and Johnston Street, as shown in Figure 1.

Figure 1 Site Location

Copyright Nearmap

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The convent provides for a variety of uses, including education facilities, offices, studios, food and drink premises, and event spaces.

The existing convent car park design comprises a formal paved section fronting St Heliers Street, and an informal and unpaved section fronting Johnston Street. A maximum capacity of up to 330 vehicles is expected from the existing car parking area, noting the following:

- Vehicles parked within the unpaved and unmarked section would not be parked strictly in accordance with the Australian Standard or Planning Scheme dimensional requirements at this capacity, though still practically functional; and
- Existing parking conditions do not consider tree protection zones for the existing trees within the unmarked section of the car parking area.

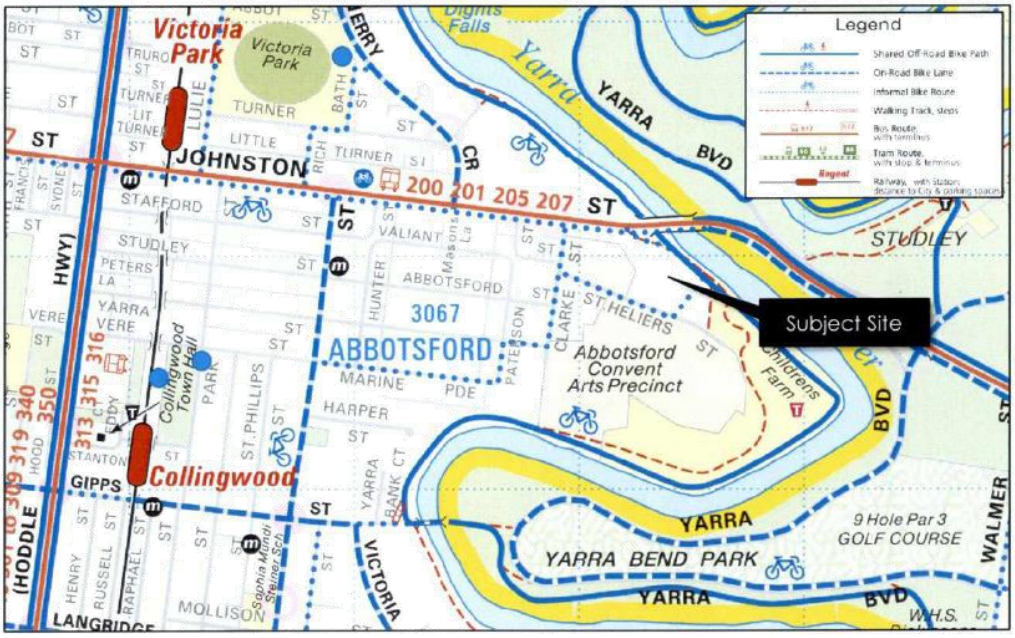
Car park access is currently provided via a double width crossover to St Heliers Street, at the western end of the site frontage. An emergency exit is also located on St Heliers Street, at the eastern end of the car park, which includes bollards which may be removed if required. No access is currently provided via Johnston Street.

The car park is a paid car park, controlled by boom gates located at the St Heliers Street site access point, with a single entry lane and a single exit lane provided.

Sustainable Transport

An extract of the TravelSmart Map for the City of Yarra is shown in Figure 2, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 2 TravelSmart Map



As shown above, the subject site is well located with regard to sustainable transport options, with train and bus services operating in the vicinity. In addition, on-road bike lanes are provided along Nicholson Street, Gipps Street, Trenerry Crescent and Johnston Street east of the Yarra River.

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Public Transport

The public transport provision in the vicinity of the site is shown in Figure 3 and detailed in Table 1.

Figure 3 Public Transport Provision

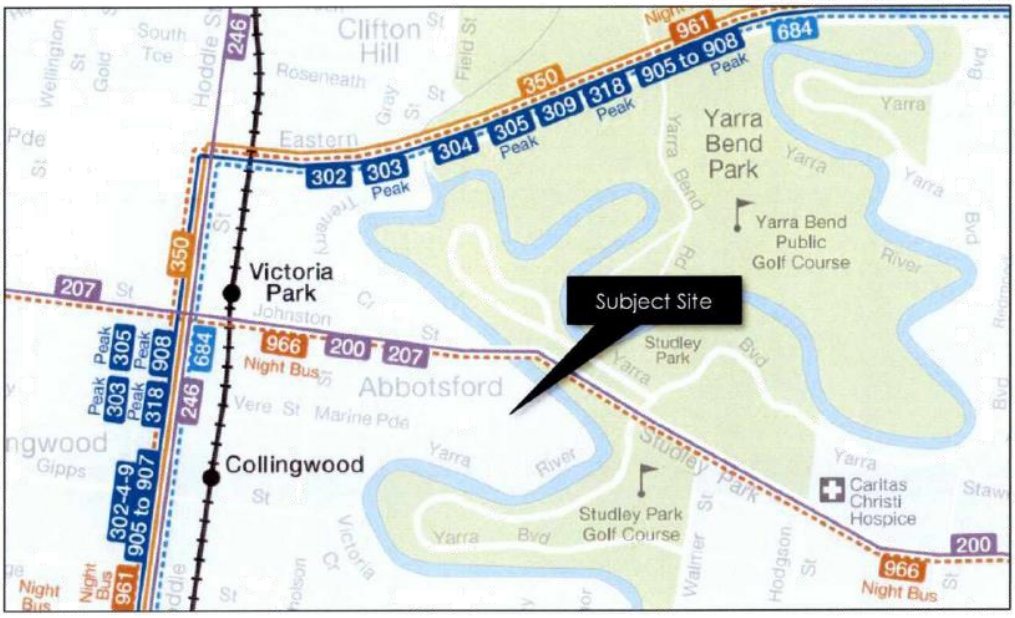


Table 1 Public Transport Provision

Mode	Route No	Route Description	Nearest Stop/Station
Train		Hurstbridge Line	Victoria Park
		Mernda Line	
Bus	200	City (Queen St) - Bulleen	Johnston Street
	207	City - Doncaster SC via Kew Junction	
	246	Elsternwick - Clifton Hill via St Kilda	Hoddle Street
	302	City - Box Hill via Belmore Rd and Eastern Fwy	
	303	City - Ringwood North via Park Rd	
	304	City - Doncaster SC via Belmore Rd and Eastern Fwy	
	305	City - The Pines SC via Eastern Fwy	
	309	City - Donvale via Reynolds Rd	
	318	City - Deep Creek	
	350	City - La Trobe University via Eastern Fwy	
	905	City - The Pines SC via Eastern Fwy, Templestowe (SMARTBUS Service)	
	906	City - Warrandyte via The Pines SC (SMARTBUS service)	
	907	City - Mitcham via Doncaster Rd (SMARTBUS service)	
	908	City - The Pines SC via Eastern Fwy (SMARTBUS Service)	
	961	Night Bus - City - Collingwood - Eastern Fwy - Templestowe - Doncaster	

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

It is shown that the site has very good public transport accessibility, with the closest bus stops (routes 200 & 207) located within less than 300 metres walking distance. Furthermore, the Victoria Park Railway Station is located approximately 1km to the west, providing direct access to the Melbourne CBD.

Development Proposal

The proposal includes the formalisation of the entire gravel parking area, as well the re-design of the southern car parking area.

The proposed carpark will be provided with sole access from Johnston Street, via the construction of a new signalised intersection. The existing paid parking operation will remain, with boom gates offset from the signalised intersection on the entry and exit lanes. The existing crossover and boom gates to St Heliers Street will be removed as part of this proposal.

The emergency exit to St Heliers Street will be relocated to the Johnston Street frontage, towards the north-western corner of the site. The new emergency exit will be equipped with removable bollards, similar to the exiting arrangement.

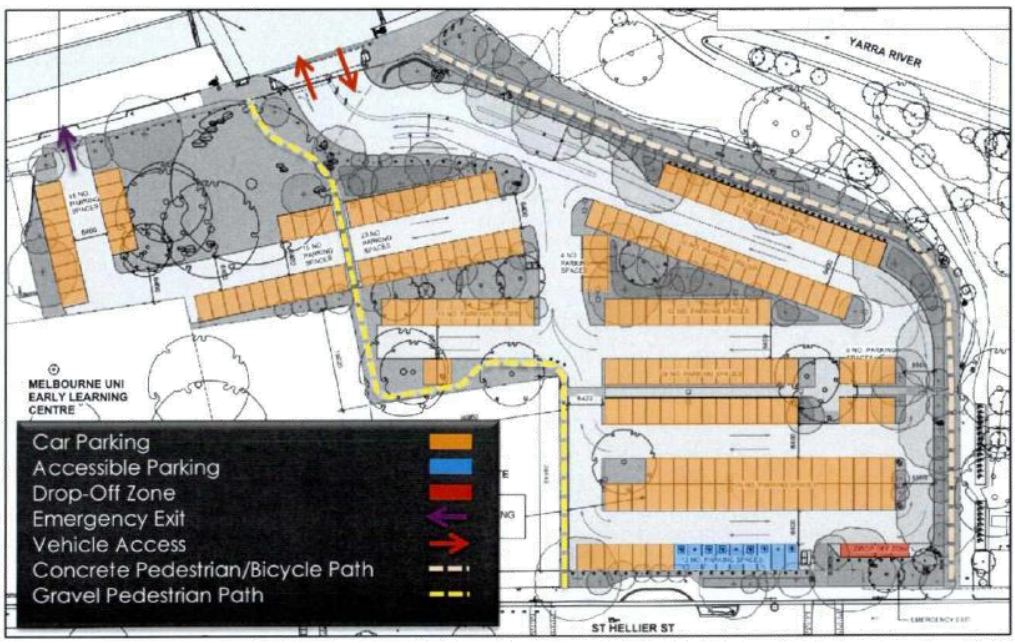
The proposed car park includes a total of 209 spaces, inclusive of 6 accessible spaces and 2 short-term pick-up/drop-off spaces.

A gravel pedestrian link through the car parking area is provided from the south-western corner of the site to St Heliers Street and connects through to the western side of the signalised access point to Johnston Street.

A concrete path is proposed running along the eastern boundary of the site, providing a formal shared path (pedestrian and cyclist) connection from Johnston Street to St Heliers Street.

The layout of the proposed car park is shown below in Figure 4. No changes are proposed to the operation of the Convent.

Figure 4 Proposed Car Park Layout



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Signalised Access Arrangements

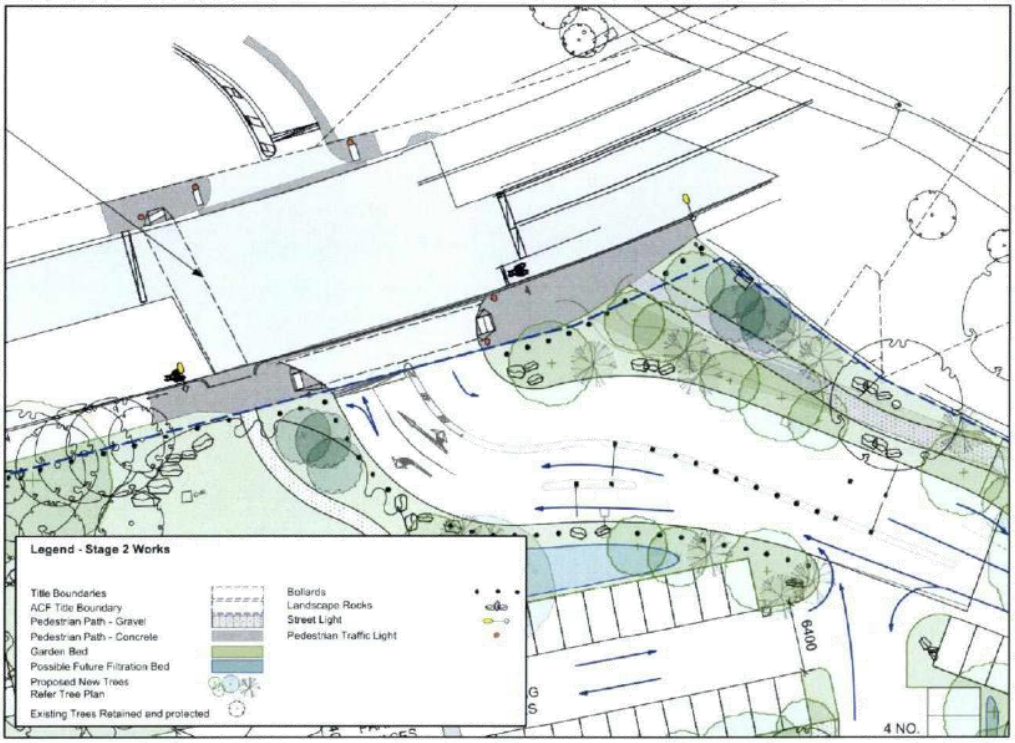
Department of Transport (DoT) have a prepared a signalised intersection design which creates an access point to the Convent car park from Johnston Street.

The access point includes the provision of signalised pedestrian crossings at the northern, southern and western legs of the intersection. Further pedestrian connections are incorporated along each side of the access road into the Convent car park.

Internally, the Convent car park will be provided with control equipment to maintain the existing paid parking operation, with two inbound and two outbound traffic lanes, and boom gates offset from the signalised intersection to allow for internal queueing of vehicles.

The intersection arrangement and internal connection is shown below in Figure 5.

Figure 5 Intersection Configuration



The proposed signalised access has been previously analysed and assessed by Cardno and GTA Consultants, as contained in their reports dated 18 June 2013 and 30 September 2014 respectively.

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Design Assessment

Yarra Planning Scheme – Clause 52.06

onemile**grid** has undertaken an assessment of the car parking layout and access with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following section.

Design Standard 1 – Accessways

A summary of the assessment for Design Standard 1 is provided in Table 2.

Table 2 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	*Comments*
Be at least 3 metres wide	Satisfied – individual access lanes are a minimum 3.0m wide, with a 300mm clearance on each side
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Satisfied
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre	Satisfied – a dead-end aisle extension and turning bay is provided, allowing vehicles to exit in a single manoeuvre
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres	N/a – no overhead obstructions along the accessway or within the car park
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction	Satisfied
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone	Satisfied – access to the car park has been designed with a width of 14.5m, including two exit lanes and a single entry lane, separated by a raised median
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied – though site access is controlled by traffic signals.
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway.	Satisfied

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Design Standard 2 – Car Parking Spaces

Car spaces on-site are proposed with a minimum width of 2.6 metres, length of 4.9 metres and are accessed from aisles of no less than 6.4 metres.

The drop-off zone parallel parking spaces are provided with a width of 2.5m and a length of 6.4m, in excess of the Australian Standard for Off-Street Car Parking ASNZS2890.1.

Emergency and Service Vehicles

The Abbotsford Convent is located on the southern side of St Heliers Street, opposite the car park. As part of the car park improvement works, there is no proposed changes to St Heliers Street, other than the removal of the existing car park access point. As such, emergency vehicles may utilise Clarke Street and St Heliers Street to access the Convent, as per the existing conditions.

Bus Operations

The signalised access from Johnston Street and the car park has been designed to accommodate predominantly cars, buy may also accommodate mini buses and vans. These vehicles may utilise the designated 'drop-off' zone towards the south-western corner of the car park.

Bus operations through Clarke Street, St Heliers Street and the surrounding road network will be retained as per the existing conditions.

Accessible Parking and Access

A total of six accessible parking spaces are provided along the southern boundary of the site.

The accessible bays are provided with a length of 4.9 metres and a width of 2.6 metres, and an adjacent shared area of the same dimensions, in accordance with the Planning Scheme requirements.

The end of each accessible space abuts a pedestrian footpath which may be used by motorists parking within these spaces. Steel plates are currently installed at the St Heliers Street speed humps to the east and west of the accessible parking spaces, functioning as an accessible connection from the car park to the Convent.

Policy Framework

Yarra Planning Scheme: Clause 18.02-1S – Sustainable Personal Transport

The Victoria Planning Authority outlines strategies to promote the use of sustainable transport to guide future developments.

The Abbotsford Convent car park improvement works encourage the use of walking and cycling by providing a gravel pedestrian link from the south-western corner of the site to St Heliers Street and connects through to the western side of the signalised access point to Johnston Street. In addition, a concrete path is proposed running along the eastern boundary of the site, providing a formal shared path (pedestrian and cyclist) connection from Johnston Street to St Heliers Street.

In addition to the above, footpath-bound vehicles such as wheelchairs and prams have appropriate access from the car park to the Convent via the St Heliers Street speed humps to the east and west of the accessible parking spaces.

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Yarra Planning Scheme: Clause 18.02-4S – Car Parking

The Victoria Planning Authority outlines strategies to guide future developments to provide an adequate supply of car parking that is designed appropriately.

The proposed car park improvements take these strategies into account by:

- Removing the vehicle access point from St Heliers Street and re locating the car park entrance to the approved signalised intersection at Johnston Street, enabling ease of access and removing traffic from local streets;
- Improved pedestrian access from the southern side of Johnston Street to the northern side via the approved signalised intersection on Johnston Street; and
- Public transport services with an existing route along Johnston Street, St Heliers Street or Clarke Street will continue with the current operations. Additionally, the car park includes a pick-up/drop-off area that may be utilised by various ride-share vehicles and emergency vehicles as required.

Car Parking

Capacity

The formalisation of the car park will result in a total capacity of 209 spaces (including 2 drop-off spaces), resulting in overall decreased capacity of approximately 121 parking spaces.

To determine the potential impacts of the car park reduction on the daily operation, an assessment of the existing car parking demands has been undertaken to confirm the adequacy of the proposed parking provision.

Boom Gate Data

In order to gauge the usage of the existing car park, vehicle entry and exit summaries to the car park collated by the boom gate system have been provided by the operator.

The information was provided on the following dates:

- Saturday 3rd February 2018.
- Thursday 8th February 2018; and
- Saturday 10th February 2018;

It is noted that the above dates included peak market and event operations. Based on the entry and exit data provided, car parking occupancy profiles have been prepared for the above dates, presented in Figure 6 to Figure 8.

It is noted that the data provided showed a significant number of vehicles still within the car park overnight. This is considered to be an accumulation error in calculation by the boom gate machines and has been removed from the data presented below.

On Saturday 3rd February 2018, peak occupancy occurred at 12:00 PM when 261 spaces were occupied. The results of the data have been graphed and shown below in Figure 6.

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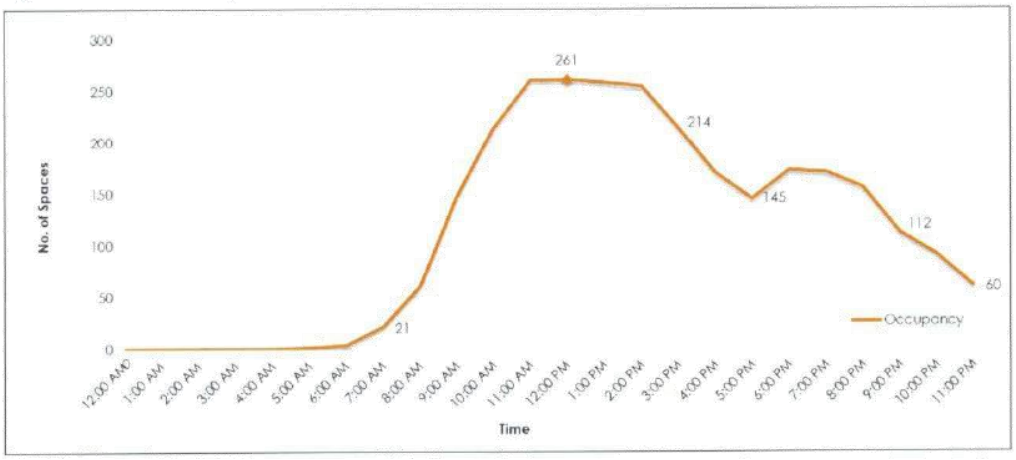
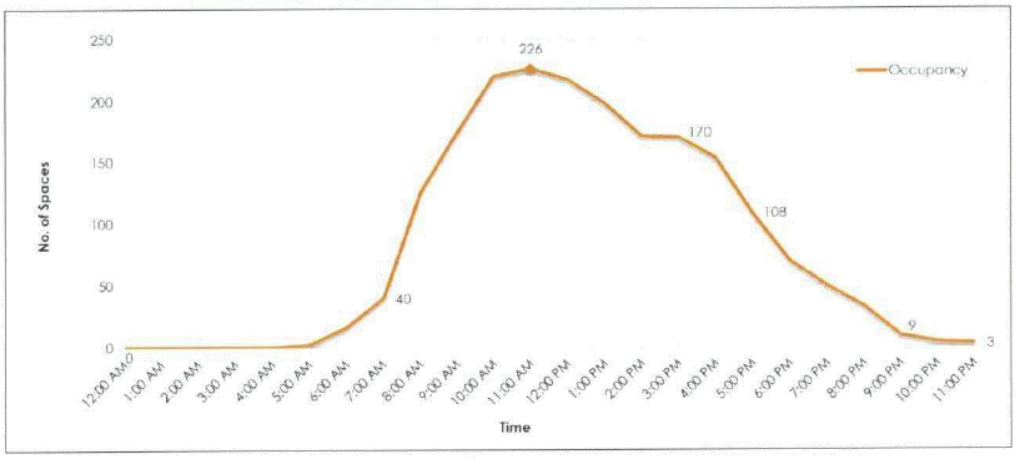
Figure 6 Car Parking Occupancy Profile – 3rd February 2018



On Thursday 8th February 2018, peak occupancy occurred at 11:00 AM when 226 spaces were occupied. The results of the data have been graphed and shown below in Figure 7.

Figure 7 Car Parking Occupancy Profile – 8th February 2018



On Saturday 10th February 2018, peak occupancy occurred at 10:00 AM when 274 spaces were occupied. The results of the data have been graphed and shown below in Figure 8.

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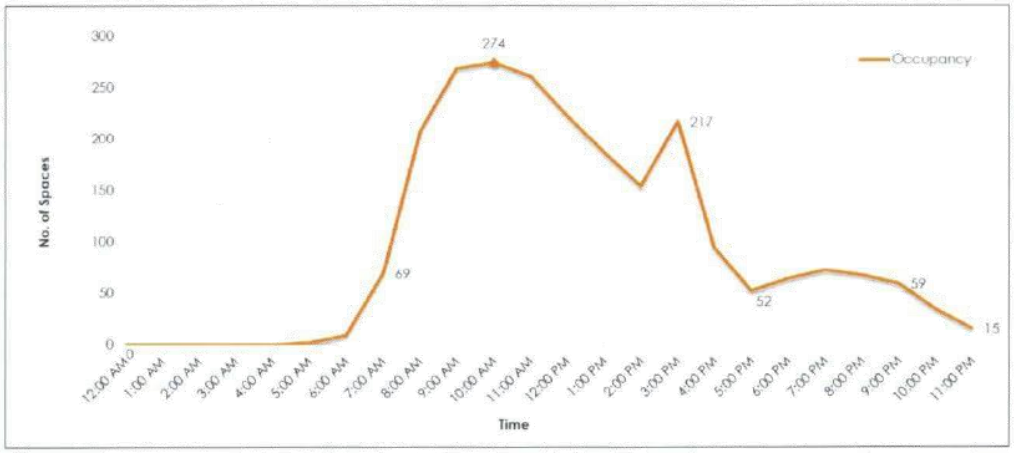
Figure 8 Car Parking Occupancy Profile – 10th February 2018



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Anticipated Parking Demand

Based on the data presented above, the peak parking demand is expected to be up to 274 spaces during a typical weekend, and in the order of 226 spaces on a typical weekday.

The improvements to the existing car park will result in the provision of 209 parking spaces, resulting in a shortfall of up to 17 spaces on a typical weekday and 65 spaces on a typical weekend, during the period of peak occupancy.

It is noted that Clause 52.06-7 of the Yarra Planning Scheme indicates that reduction in the number of parking spaces may be granted, with consideration of the following:

- The Car Parking Demand Assessment.
- Any relevant local planning policy or incorporated plan.
- The availability of alternative car parking in the locality of the land, including:
  - Efficiencies gained from the consolidation of shared car parking spaces.
  - Public car parks intended to serve the land.
  - On street parking in non-residential zones.
  - Streets in residential zones specifically managed for non-residential parking.
- On street parking in residential zones in the locality of the land that is intended to be for residential use.
- The practicality of providing car parking on the site.
- The future growth and development of any nearby activity centre.
- Any car parking deficiency associated with the existing use of the land.
- Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.
- The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.
- Access to or provision of alternative transport modes to and from the land.
- The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.
- Any other matter specified in a schedule to the Parking Overlay.
- Any other relevant consideration.

A review of the car parking provision with respect to the above is detailed below.

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Review of Car Parking Provision

Yarra Planning Scheme – Clause 21.06 - Transport

The Yarra Planning Scheme includes a number of polices with regard to movement, transport and parking, including Clause 21.06, which identifies a desire to reduce car dependence, by encouraging and promoting alternative travel modes, particularly walking, cycling and public transport.

Clause 21.06 also identifies that *"in Yarra unrestricted car use and parking is neither practical nor achievable"* and further *"Car parking will be managed to optimise its use and to encourage sustainable transport options."*

Yarra Planning Scheme – Clause 22.17 – Environmentally Sustainable Development

Clause 22.17 of the Yarra Planning Scheme is the City of Yarra's policy for Environmentally Sustainable Development. In relation to Transport, the following objectives are identified.

- *"To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order"*
- *"To minimise car dependency"*
- *"To promote the use of low emissions vehicle technologies and supporting infrastructure"*

The above policy objectives are driven towards sustainable transport outcomes and the encouragement of alternative methods of transport compared to private motor vehicle use. To achieve these outcomes, the use of public transport, walking and cycling as methods of transport are paramount. The proposed development is ideally located in this regard to promote the use of public transport, walking, and cycling through the limiting of car parking provided on-site.

City of Yarra Parking Management Strategy

The purpose of the City of Yarra Parking Management Strategy "is to provide a policy framework to guide officers in the management of the parking resource."

The Action Plan 2013 – 2015 lists 16 principles which are key drivers for parking management in Yarra, including:

7. Ensure that new developments are self-sufficient in meeting their parking needs - with the exception of encouraging reduced parking or no car parking developments for sites very close to public transport stops.

This further emphasises Council's desire to reduce car usage, through encouraging reduced parking supply in appropriate locations, such as the subject site.

Alternative Modes of Transport

As indicated above, the site has very good access to public transport, with numerous bus and train services in the vicinity, as well as excellent access to bicycle routes. This accessibility to sustainable transport modes ensures that visitors and staff of the Convent will have realistic means to access the site other than by car.

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Impact of Parking Supply on Traffic Congestion

A recent VCAT decision (Ronge v Moreland CC [2017] VCAT 550 (9 May 2017)) highlighted the value of reduced car parking provision with regard to traffic congestion, identifying the potential adverse impact of providing parking to comply with Clause 52.06, as below:

"Our roads are already congested and will be unimaginably so if a 'business-as-usual' approach is accepted through until 2050. The stark reality is that the way people move around Melbourne will have to radically change, particularly in suburbs so well served by different modes of public transport and where cycling and walking are practical alternatives to car based travel.

A car parking demand assessment is called for by Clause 52.06-6 [now Clause 52.06-7] when there is an intention to provide less car parking than that required by Clause 52.06-5. However, discussion around existing patterns of car parking is considered to be of marginal value given the strong policy imperatives about relying less on motor vehicles and more on public transport, walking and cycling. Census data from 2011 or 2016 is simply a snapshot in time, a base point, but such data should not be given much weight in determining what number of car spaces should be provided in future, for dwellings with different bedroom numbers.

Policy tells us the future must be different.

Oversupplying parking, whether or not to comply with Clause 52.06, has the real potential to undermine the encouragement being given to reduce car based travel in favour of public transport, walking and cycling."

"One of the significant benefits of providing less car parking is a lower volume of vehicle movements and hence a reduced increase in traffic movements . . ."

Improved Sustainable Transport Facilities

The improvements to the Convent car park aim to improve safety and promote sustainable transport through the site. The proposed design includes a shared pedestrian/cyclist path along the eastern boundary of the site, providing a direct connection from the on-road bicycle lanes on Johnston Street through to the Convent. This removes the need for cyclists to turn onto Clarke Street and into St Heliers Street, where there are no formal bicycle lanes.

A gravel footpath also runs through the site towards the western boundary, providing a direct pedestrian connection from Johnston Street to St Heliers Street.

Adequacy of Proposed Car Parking Provision

It is expected that the proposed supply of car parking is appropriate considering the following:

- Yarra policy supports reduced reliance on private vehicles;
- The site has very good access to sustainable transport modes with numerous train and bus services in the vicinity, as well as access to on-road bicycle lanes, providing alternate access options for staff and visitors of the Convent;
- Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity; and
- The improvements to the Convent car park aim to improve safety and promote sustainable transport through the site by providing a shared pedestrian/cyclist path along the eastern boundary of the site, providing a direct connection from the on-road bicycle lanes on Johnston Street through to the Convent.

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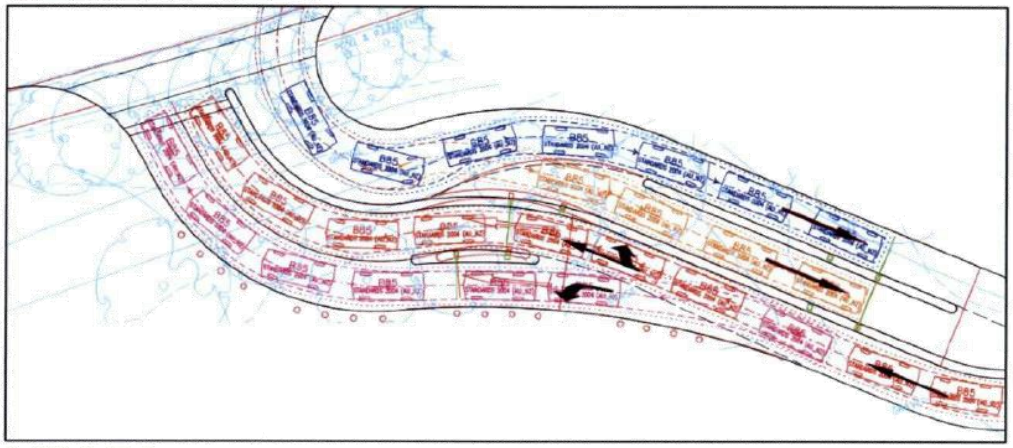
Traffic Assessment

General

Traffic modelling and intersection analysis has been previously undertaken by Cardno and GTA Consultants on behalf of the City of Yarra, in relation to the intersection operation and configuration. Consequently, the following assessment will focus predominantly on the internal operation of the site, with regard to analysis of the queueing resulting from the operation of the traffic signals and the car park control equipment.

In this regard, Figure 9 identifies the queueing space available between the boom gates and the signalised intersection.

Figure 9 Queueing Space



Queueing Analysis – Entry Movements

Traffic volume information was obtained from the existing car park control equipment, to identify the peak flow of vehicles currently experienced. The data provided for a 'very busy' Saturday Market, on the 27th May 2017, identified a peak of 200 vehicles per hour entering the carpark.

This volume of traffic, and the potential queues resulting, must be accommodated at the car park control equipment. Queues for entry movements from the signalised access point will be accommodated on Johnston Street, as per the modelling undertaken by Cardno and GTA Consultants.

Based on a boom gate service capacity of 300 vehicles per hour, and entry flows of up to 200 vehicles per hour, a 98th percentile queue (which would only be exceeded on 2% of the time during the absolute peak periods) of up to 9 vehicles can be expected. This queue must be accommodated between the boom gates and the signalised intersection, to ensure that the boom gate operation does not impact on the operation of the traffic signals.

Further to the above, anecdotal evidence suggests that the queueing from the existing boom gate operation can occasionally extend back along St Heliers Street, and would exceed 9 vehicles. It is therefore possible that the capacity of the existing boom gate may be exceeded on busy market weekends, and the demand flow might be greater than 200 vehicles per hour. Similarly, queueing analysis identifies that the queue generated by the ticket and boom gate system can extend considerably with only a minor increase in traffic volumes. For example, if the peak entry volume were to increase by 20 vehicles (total of 220 vehicles), the queue then increases to 12 vehicles.

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Further, a Road Safety Audit undertaken previously for the car park suggests a peak flow of up to 265 vehicles per hour into St Heliers Street. At this volume, the queue increases to 31 vehicles.

Consequently, due to the potential for considerable increases in queueing, two entry lanes and two boom gate systems have been designed, which provides twice the entry capacity of the existing system, to minimise queueing and ensure the signalised access point is not impacted by queueing. This also provides a backup system should one of the entry boom gates fail (through damage, user error, etc). Based on the provision of two entry lanes, queueing analysis suggests that even for a peak entry flow of 265 vehicles per hour, a 98th percentile queue of 4 vehicles is expected, which can be easily accommodated between the boom gates and the signalised intersection (11 spaces provided).

In addition to the above, if the carpark becomes full, preventative measures would need to be in place to stop people entering from the signalised intersection. It is therefore recommended that an electronic or static sign be provided near the carpark access, informing drivers not to enter the site when the car park is full.

Queueing Analysis – Exit Movements

Traffic volume information obtained from the existing car park control equipment, for a 'very busy' Saturday Market, on the 27th May 2017, identified a peak of 150 vehicles per hour exiting the carpark.

This volume of traffic, and the potential queues resulting, must be accommodated at both the car park control equipment, and also on approach to the signalised intersection.

In relation to the queuing on approach to the signalised intersection, it is anticipated that the traffic signals will operate with a cycle time of approximately 90 seconds, and no more than 120 seconds during the peak periods. This is equivalent to 40 or 30 cycles per hour respectively.

Based on the peak exiting flow of 150 vehicles per hour, this is equivalent to between 4 and 5 vehicles per cycle arriving at the signalised exit point. Allowing for some variability, a queue of in excess of 5 vehicles should be accommodated at the signalised exit point, to ensure that the flow of vehicles through the signals is not impacted by the boom gates on exit from the car park. Figure 9 identifies that a queue of up to 8 vehicles can be accommodated between the boom gates and the traffic signals, in excess of that expected. Regardless, should additional demand volumes be generated, these will be accommodated prior to the boom gates, with no impact on Johnston Street.

In relation to the queueing at the exit boom gates, queueing analysis indicates that for a capacity of 300 vehicles per hour, and an exit flow of up to 150 vehicles per hour, a 98th percentile queue of up to 5 vehicles can be expected. This queue can be accommodated before the exit boom gates, as shown in Figure 9. Again, even if larger queues are experienced, these can be accommodated within the car park, with no impact on Johnston Street.

Queueing Analysis Summary

Based on the above assessment, the proposed design will accommodate the expected queueing at both the boom gates and signalised intersections, with improved entry conditions expected when compared to the existing operation.

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Conclusions

It is proposed to formalise the Abbotsford Convent car park, and construct a new signalised intersection to Johnston Street.

Considering the analysis presented above, it is concluded that:

- The car parking spaces have been designed in accordance with the requirements of Clause 52.06-9 of the Planning Scheme;
- It is expected that the proposed supply of car parking is appropriate, considering the following:
  - Yarra policy supports reduced reliance on private vehicles;
  - The site has very good access to sustainable transport modes with numerous train and bus services in the vicinity, as well as access to on-road bicycle lanes, providing alternate access options for staff and visitors of the Convent;
  - Reduced car parking provision assists with the desired reduction in private vehicle usage, therefore minimising traffic impacts in the vicinity;
  - The improvements to the Convent car park aim to improve safety and promote sustainable transport through the site by providing a shared pedestrian/cyclist path along the eastern boundary of the site, providing a direct connection from the on-road bicycle lanes on Johnston Street through to the Convent;
- The proposed design will accommodate the expected queueing at both the boom gates and signalised intersections, with improved entry conditions expected when compared to the existing operation; and
- It is recommended that an electronic or static sign be provided near the carpark access, informing drivers not to enter the site when the car park is full.

Please do not hesitate to contact Ross Hill on 0410 526 917 or at ross.hill@onemilegrid.com.au should you wish to discuss the above.

Yours sincerely,

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Attachment 5

GTA Consultants

'Traffic Modelling Analysis, Convent Car Park Access on Johnston Street, Abbotsford, Options Assessment Report', 30 September 2014

Memorandum: 'Abbotsford Convent Car Park, Traffic Modelling Assessment', 11 September 2019,

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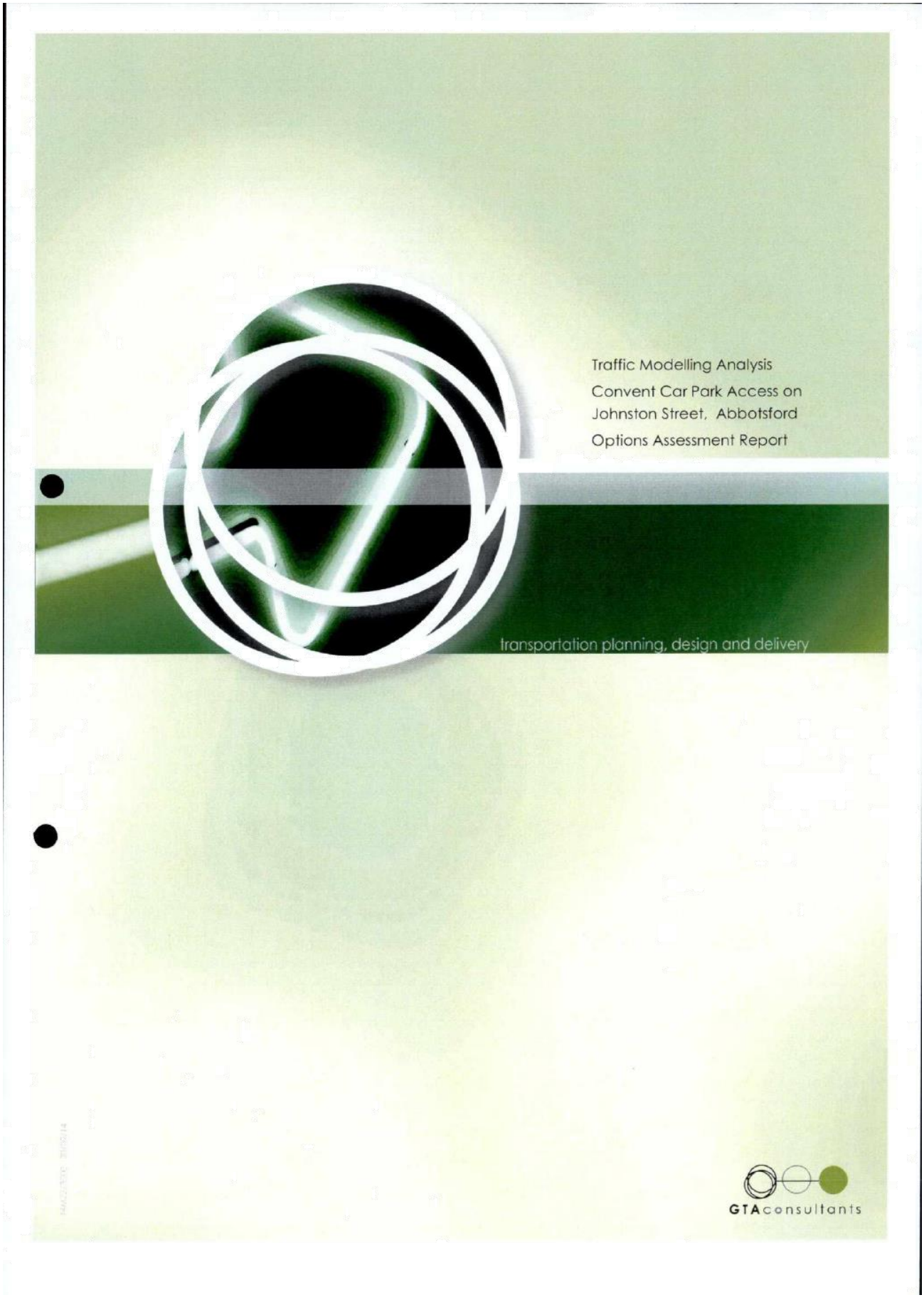

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Traffic Modelling Analysis

Convent Car Park Access on Johnston Street, Abbotsford

Options Assessment Report

Issue: A 30/09/14

Client: City of Yarra
Reference: 14M2273000
GTA Consultants Office: VIC

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A-Dr2	19/08/14	Draft	Sal Ahmad	Reece Humphreys	Reece Humphreys	Reece Humphreys
A	30/09/14	Final	Sal Ahmad	Reece Humphreys	Reece Humphreys	

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1. Introduction

1.1 Background & Proposal

The Abbotsford Convent Foundation is working towards the completion of the Convent's refurbishment. Currently, access to the Convent car park operates poorly due to constraints associated with local road access and vehicle, pedestrian and cyclist conflict occurring on St Helier Street. As a result, it has been proposed to install a new signalised access to the Convent car park via Johnston Street.

The City of Yarra have undertaken a technical assessment of the Abbotsford Covent Precinct, and an AIMSUN microsimulation model has been prepared by Cardno in March 2014, for the existing conditions during the AM, PM and Saturday peak periods. The models have been reviewed by VicRoads and a number of updates have been recommended. It is understood that the model has subsequently been updated by Cardno to reflect VicRoads recommendations.

GTA Consultants (GTA) was commissioned by the City of Yarra in June 2014 to undertake microsimulation modelling utilising the AIMSUN model to understand the impacts associated with the proposed installation of a new signalised access and any potential impacts on vehicle ingress and egress at the car park entrance during peak periods.

1.2 Purpose of this Report

The report sets out the following in regards to the modelling undertaken for this study:

i study area and model extents
ii future traffic demands
iii description of the options tested
iv key assumptions in the modelling assessment
v summary of the model results and outcomes.

1.3 References

In preparing this report, reference has been made to the following:

- Signalised access concept layout plan for the proposed development prepared by Cardno, plan no. T 03, revision P2, dated 28 February 2013.
- *Traffic Assessment Report–Abbotsford Convent Traffic Signals*, Cardno, 17 February 2014 (Cardno Traffic Report)
- *Aimsun Microsimulation Report – Johnston Street: Nicholson Street to Convent Carpark – Existing Conditions*, Cardno, 26 March 2014 (Cardno Cal & Val Report)
- *Response to VicRoads RFI Memo*, Cardno, 18 March 2014.
- other documents as nominated.

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2. Existing Conditions

2.1 Study Area

The Abbotsford Convent is located on St Heliers Street, to the south of Johnston Street and to the east of Clarke Street in Abbotsford. The convent comprises a large number of buildings, with a number of uses including arts and community centres, retail, child care and offices.

The study area and the location of the proposed Abbotsford Convent access arrangement project are highlighted in Figure 2.1.

Figure 2.1: Study Location

The study area was consistent with the project brief and included the following key intersections:

- Johnston Street / Nicholson Street (three leg signalised intersection)
- Johnston Street / Trenerry Crescent (three leg give-way intersection)
- Johnston Street / Paterson Street/ Car Park Access (four leg signalised intersection)
- Johnston Street / Clarke Street (three leg give-way intersection)
- Johnston Street / Computer Share Car Park Access (three leg give-way intersection).

2.2 Road Network

A number of key roads exist within the study area illustrated above and a brief description of these roads is provided in the following sections.

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Johnston Street

Johnston Street functions as a primary arterial road and is a two-way road aligned in an east-west direction. At the proposed signalised intersection location, it is configured with a four lane carriageway (two lanes in each direction) with an on-road bicycle lane along the southern kerb. To the west of Clarke Street, an additional central traffic lane is introduced that operates as a peak flow lane.

Time restricted dedicated bus lanes are provided along Johnston Street (kerbside) during the following times:

- Inbound Services (southern kerb) – 7am to 9am (Monday to Friday)
- Outbound Services (northern kerb) – 4pm to 6:30pm (Monday to Friday).

The northern kerbside lane is controlled by clearway restrictions between 4pm and 6:30pm (Monday to Friday) and two hour parking 7:30am to 4pm (Monday to Friday).

Johnston Street has a sign posted speed limit of 60km/h within the vicinity of the study area and carries approximately 24,000 vehicles per day[1].

Clarke Street

Clarke Street functions as a local road and is a two-way road aligned in a north-south direction, configured with a two-lane carriageway (one lane in each direction). Time restricted parallel kerbside parking is located on the east side and angled parking (permit only) is available on the west kerb.

Clarke Street has a sign posted speed limit of 40km/h.

St. Heliers Street

St Heliers Street functions as a local road (Council) and is aligned in an east-west direction. It is configured with a shared one-lane carriageway (travel in both directions) with kerbside parallel parking along both kerbs.

A speed limit of 20km/h applies along St Heliers Street.

[1] Based on SCATS data between August and September 2013.

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3. Existing Conditions Models

3.1 Microsimulation Models Overview

Microsimulation models are computer software packages that generally have the ability to individually model each vehicle, including buses, taxis, trains, trams, etc. within a road network. It enables a realistic representation of driver behaviour such as overtaking and lane changing and can also illustrate network performance. The AIMSUN microsimulation model package is a particularly useful tool in modelling congested road networks where over-saturation and resulting vehicle queuing impacts on upstream intersections. It also allows testing of how the method of control and signal timings can be modified to ensure that more effective congestion management strategies can be designed and tested.

Microsimulation models are generally prepared in cases where an existing network is already over-saturated or a proposed scheme is likely to over-saturate the study network. In such cases what is of interest is the impact of congestion on upstream intersections and how their method of control and timing plans can be modified to ensure that effective strategies can be designed and tested.

3.2 Model Review

The base models were completed by Cardno in March 2014 using the AIMSUN software package (version 7.0.3). The AIMSUN software package (version 8.0.5) was used for the option assessment.

GTA Consultants understands that the existing conditions microsimulation models were reviewed by VicRoads – Technical Services were considered fit for purpose. Appendix A includes a copy of the AIMSUN Microsimulation Calibration & Validation Report completed by Cardno.

As part of this commission, GTA Consultants have reviewed the base models prior to option testing, and identified the following issues:

- The signals on Johnston Street have been set up as vehicle actuated (VA). Minimum and maximum times have been allocated to phases and an overall cycle time has been inputted, however the signal timings do not include "phase balancing", which is typically undertaken for the primary phase (A Phase). This means that the signalised intersections have not been re-allocating the remaining green time to A Phase and in return all cycle times are not operating with their allocated times, causing all phases to be called more frequently and not in accordance with the IDM data.
- No offsets have been included into the model, meaning that signal linking on Johnston Street has not been achieved.
- Traffic demands indicated in the Cardno Traffic Report do not match some of the model demands.

These issues have been advised to Council as a shortcoming of the model and should be considered as part of any review of future year model results.

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4. Options Tested

4.1 Option Description

As part of the assessment, the following options have been assessed:

- Do Nothing
- Signalised Access

The following section provides a short overview of each option.

4.1.1 Do Nothing

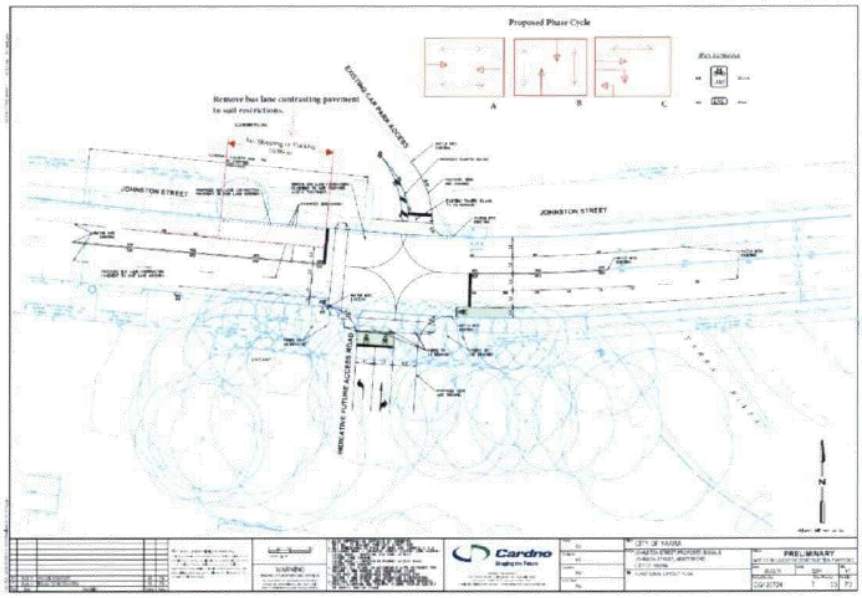
The 'Do Nothing' option is considered the base case scenario under future traffic conditions (increase in traffic demand), where the existing road network is retained.

4.1.2 Signalised Access

The Signalised Access Option includes the proposed convent car park access on Johnston Street. The proposal introduces a fully signalised four-leg intersection located at the existing car park entrance on Johnston Street. The intersection would be located approximately 90 metres to the east from the Johnston Street/ Clarke Street intersection.

Figure 4.1 presents the concept layout plan (prepared by Cardno in February 2013) for the proposed signalised intersection.

Figure 4.1: Signalised Access Concept Layout Plan



VicRoads have reviewed the above concept plan, and the following reccomendations have been made:

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- The end of eastbound bus lane is to be set back to Clarke Street (where the west bound bus lane starts).
- Full time No Parking / Standing / Stopping is to be introduced between Clarke Street and the proposed intersection in the east bound direction.
- The left side lane on the east approach of the proposed intersection is to be marked as through and left.
- The right side lane on the east approach of the proposed intersection is to be marked as through and right.

These recommendations have been included in the option testing.

In addition, VicRoads have advised that an advanced warning sign would be required at the appropriate location approaching the bridge in the westbound direction, which should be included as part of the detailed design.

4.2 Model Assumptions

For the purpose of the option assessment, the following assumptions have been made:

Do Nothing

- Utilise existing signal set up (no coordination with A Phase) with no signal offsets along Johnston Street.
- Updated model demands to reflect the future demands as per the Cardno Traffic Report.

Signalised Access

- Update the proposed signal arrangement at the new access so that all signals operate with the allocated cycle times, and adjust phase maximum times, where needed, to account for fluctuation in traffic flow.
- No signal offsets between signalised intersections along Johnston Street.
- Updated model demands to reflect the future demands as per the Cardno Traffic Report.

The signal programming included in the AM, PM and Saturday peak periods at the intersection of Johnston Street and the proposed Convent access is outlined in Table 4.1.

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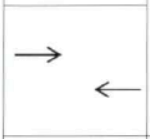
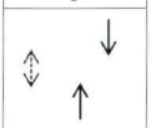
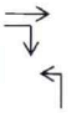
Table 4.1: Signal Programming at Johnston Street/ Convent access

Cycle Time	Phase	Recall Type[1] AM (PM) [Sat]	Min (s) AM (PM) [Sat]	Max (s) AM (PM) [Sat]	Extension per Actuation (s)
160	A 	Coordinated	114 (60) [60]	114 (120) [120][2]	2
	B 	Max (Min) [Min]	N/A (28) [36]	24 (36) [52]	2
	C 	Min	12 (12) [12]	16 (19) [21]	2

[1] **Recall Type:**

Coordinated - The coordinated phase will be activated every cycle with the duration to the yield point including any unused time from preceding phases.
Min - The actuated phase will be activated to at least its minimum phase time. Time may be extended up to the max time based on vehicle actuation.
Max - A constant recall which extends to the maximum phase time is applied.

[2] The max phase time of the coordinated phase is also dependent upon the activation of subsequent phases and may vary between cycles.

It must be noted that site observations indicate that Johnston Street experiences congestion outside the study area (intersections downstream to the west) that causes blocking back. This affect has not been included in the models.

4.3 Seed Runs

Traffic conditions vary from day-to-day as a result of random driver behaviour, e.g. speed selection, lane changing and driver route choice. The microsimulation traffic model attempts to replicate this day-to-day random variability by basing simulated driver decision on a set of random numbers. This set of random numbers is generated from an initial "seed" value, which is specified at the start of a microsimulation run. A single set of random numbers, generated by a single seed value therefore represents one potential result, or one particular day of traffic operation.

Basing results on a single seed value therefore would have the potential to bias the overall results. The commonly accepted method to reduce the potential for bias is to run several simulations using a range of initial seeds and average the results.

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5. Future Traffic Demands

5.1 Future Traffic Generation

Car park demands at the proposed signalised access have been based on the Cardno Traffic Report and are summarised in Table 5.1.

Table 5.1: Traffic Demands

	AM Peak			PM Peak			SAT Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Traffic	103	37	140	27	69	96	245	170	415
Future Traffic	134	80	214	75	108	183	133	89	222
Total	**237**	**117**	**354**	**102**	**177**	**279**	**378**	**259**	**637**

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6. Microsimulation Model Results

6.1 Overview

In assessing the options described in Section 5, a number of performance criteria has been extracted from the model, namely:

- network performance – understand the overall network operating performance impacts
- travel times – assess the impact to vehicle travel times
- intersection performance (queues) – understand the impacts to the operating performance of key intersections.

The performance of each option has been assessed against the 'Do Nothing' scenario to ensure a comparative assessment.

6.2 Network Performance

This section of the report sets out the operating conditions for each of the options in terms of overall network performance. The key network performance parameters have been reported and include the following:

- average delay time per vehicle
- the average speed of all vehicle trips on all roads within the microsimulation models
- total distance travelled by all vehicles within the modelled network
- total travel time by all vehicles within the modelled network
- total number of unreleased vehicles (latent demand).

It is noted that the network statistics have been reported for road based vehicles only (i.e. general traffic). Table 6.1 presents the key network performance parameters for the AM, PM and Saturday peak hours, respectively.

Table 6.1: Network Performance Results

Peak	Network Statistic	Option	
		Do Nothing	Signalised Access
AM Peak	Average Delay per Vehicle (s)	164.93	138.24
	Average Speed (km/h)	17.71	22.12
	Total Distance Travelled (km)	2001.75	2076.7
	Total Travel Time (h)	112.98	93.87
	Latent Demand	128.2	23.2
PM Peak	Average Delay per Vehicle (s)	90.59	132.25
	Average Speed (km/h)	26.94	25.93
	Total Distance Travelled (km)	1584.76	1589.87
	Total Travel Time (h)	58.81	61.31
	Latent Demand	0	0
SAT Peak	Average Delay per Vehicle (s)	100.26	155.51
	Average Speed (km/h)	24.47	19.24
	Total Distance Travelled (km)	1318.73	1323.02
	Total Travel Time (h)	53.89	68.76
	Latent Demand	52.4	11.5

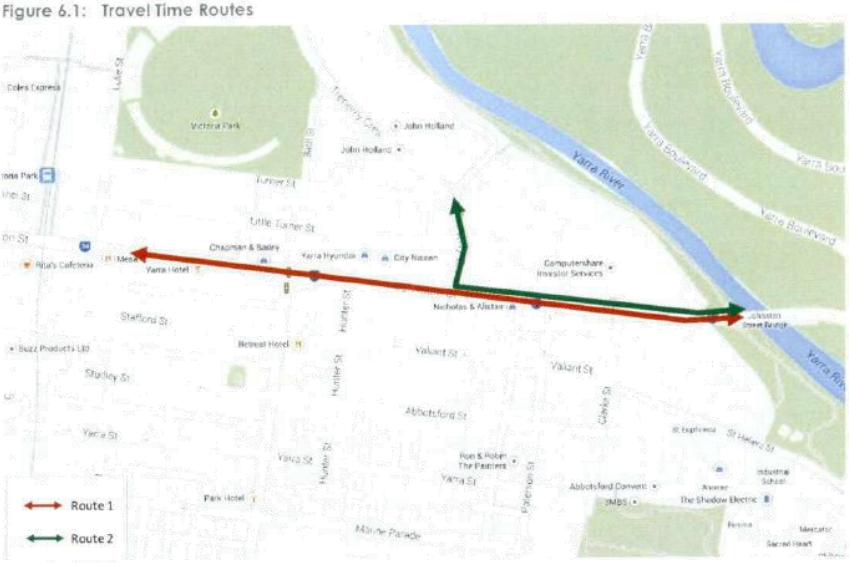
Table 6.1 indicates that during all periods, the operating performance of the road network can be expected to decline. In the AM Peak, average speed is expected to average at 22 km/h, with a delay of 138 seconds per vehicle. The average speed for the PM and Saturday peaks are expected to be approximately 26km/h and 19 km/h, respectively. Delay is expected to increase in both the PM and Saturday peaks to 132 seconds and 156 seconds, respectively.

6.3 Travel Times

Travel times from the microsimulation models have been assessed for the key routes illustrated in Figure 6.1, and described below:

- Route 1 Eastbound – Johnston Street, between Park Street and Johnston Street Bridge
- Route 1 Westbound – Johnston Street, between Johnston Street Bridge and Park Street
- Route 2 Southbound – Trenerry Crescent and Johnston Street, between Turner Street and Johnston Street Bridge
- Route 3 Northbound – Johnston Street and Trenerry Crescent, Johnston Street Bridge and Turner Street.

Figure 6.1: Travel Time Routes



The travel time results for each of the modelled options are provided in Table 6.2 for all peaks.

Table 6.2: Travel Time Results

Peak	Route	Do Nothing		Signalised Access	
		Travel Time (s)	Speed (km/h)	Travel Time (s)	Speed (km/h)
AM Peak	Route 1 EB	171	17	80	37
	Route 1 WB	104	28	119	25
	Route 2 EB	162	11	55	33
	Route 2 WB	143	12	96	19
PM Peak	Route 1 EB	98	30	97	30
	Route 1 WB	78	38	83	36
	Route 2 EB	75	24	73	24
	Route 2 WB	59	30	63	28
SAT Peak	Route 1 EB	142	21	167	18
	Route 1 WB	65	45	78	38
	Route 2 EB	65	27	127	14
	Route 2 WB	45	40	70	25

Note:
EB – Eastbound; WB – Westbound

Table 6.2 indicates that during the AM peak, travel times are expected to reach 119 seconds and 96 seconds for the westbound traffic (the peak direction) along Route 1 and Route 2 respectively. In the PM peak period, vehicles are expected to experience comparable travel times for all the routes described above, with a maximum increase of 5 seconds occurring on Route 1 travelling westbound. The Saturday peak is expected to experience significant increases to travel time on routes travelling along Johnston Street.

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6.4 Intersection Performance

6.4.1 Queue Lengths

Queue lengths have been recorded on all approaches to key intersections within the study area. The maximum queue lengths have been reported to represent the 'worst case' scenario.

The following figures present the maximum queue length results observed in the model during the AM, PM and Saturday peaks.

Figure 6.2: Maximum Queues – AM Peak (at 7:46 AM)

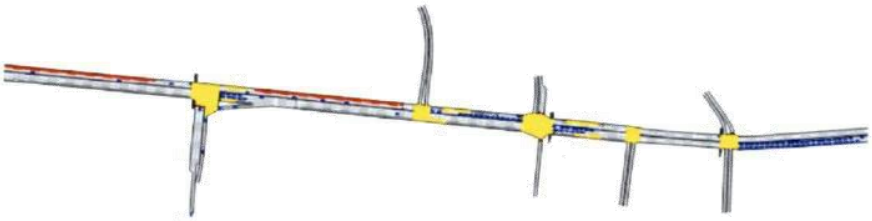

Figure 6.3: Maximum Queues – AM Peak (at 8:00 AM)

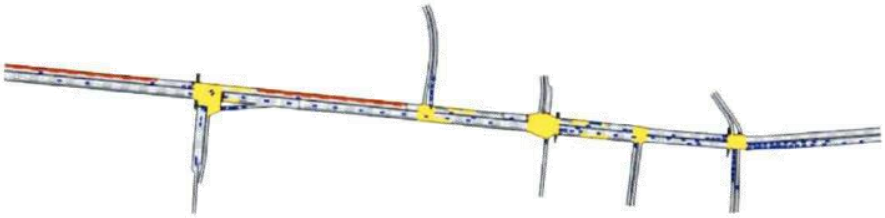

Figure 6.4: Maximum Queues – PM Peak (at 5:33 PM)

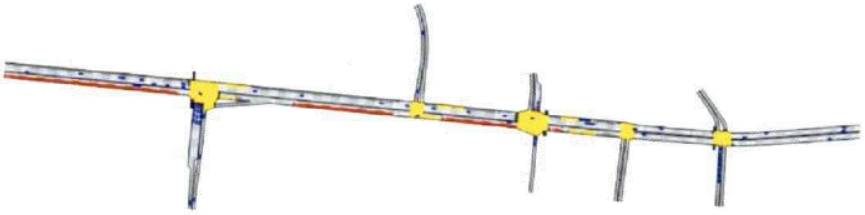

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Figure 6.5: Maximum Queues – PM Peak (at 5:45 PM)

Figure 6.6: Maximum Queues – Saturday Peak (9:53 AM)

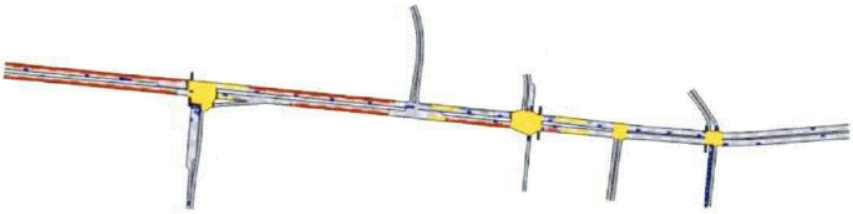

Figure 6.7: Maximum Queues – Saturday Peak (10:28 AM)

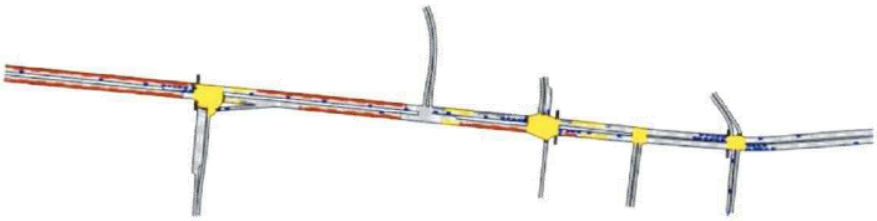

Figure 7.2 to Figure 7.4 indicate the following key queue length outcomes:

- During the AM peak, queues along Johnston Street exceed 120 metres on the east approach at the intersection of Johnston Street/ the proposed Convent access. At times, the queue extends past the model boundary resulting in some unreleased vehicles. An advanced warning sign has been recommended by VicRoads at an appropriate location for westbound vehicles due to:
  - The curve of the road resulting in limited sight distance prior to the bridge.
  - The gradient of the road.

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- During the PM peak, at the intersection of Johnston Street/ the proposed Convent access, queue lengths of approximately 50 metres are expected to occur on the Johnston Street west approach. Queues of 60 metres are also expected to occur on the south approach, as there are a high number of vehicles exiting the Convent car park.
- Similar to the PM Peak, queues of approximately 50 metres occur at both the east and west approach of the Johnston Street/ the proposed Convent access car park intersection. Long queues also occur at the access point to the Convent, as the number of vehicles exiting the Abbotsford Convent is highest during the Saturday peak. This queue is expected to exceed 70 metres. At times, the queue extends past the model boundary resulting in some unreleased vehicles.

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7. Conclusion

The existing Cardno model was used to undertake option testing of Johnston Street to assess the impacts of signalising the proposed Johnston Street access to the Abbotsford Convent.

The outcome of the modelling suggested:

- The network statistics indicated that the operating performance of the road network can be expected to slightly decline as a result of the proposed signalised access.
- Travel times indicated that there will be additional delay to vehicles travelling along Johnston Street, predominately in the eastbound direction during the Saturday peak.
- Queue lengths along Johnston Street are expected to increase in the AM peak, with some blocking impacting on the operation of the surrounding intersections. The anticipated queues for the east approach at Johnston Street and the proposed Convent access indicate that an advanced warning sign would likely be required due to limited sight distances for westbound traffic. Queue lengths during the PM and Saturday peak are expected to be minimal, with the longest queue occurring at the Convent car park access for vehicles exiting the site.

It is highlighted that the modelled option results should be read in the context of the signal discussion in Section 3.2, in that only the post development model signal timings have been optimised.

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GTAconsultants

Appendix A

Appendix A

AIMSUN Calibration and Validation Report - Cardno

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Aimsun Microsimulation Report

Johnston Street: Nicholson Street to Convent Carpark – Existing Conditions

CG120724

Prepared for
City of Yarra

26 March 2014

Cardno
Shaping the Future

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Document Information

Prepared for	City of Yarra
Project Name	Johnston Street: Nicholson Street to Convent Carpark – Existing Conditions
File Reference	CG120724REP004 F03.docx
Job Reference	CG120724
Date	26 March 2014

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Document Control

Version	Date	Author	Author Initials	Reviewer	Reviewer Initials
F03	26/03/14	John-Paul Maina	JPM	Peter Malley	PM
F02	18/03/14	John-Paul Maina	-	Peter Malley	-
F01	17/02/14	John-Paul Maina	-	Peter Malley	-

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1 Introduction & Background

1.1 General

Cardno was engaged by the City of Yarra to undertake microsimulation modelling of Johnston Street, Abbotsford between Nicholson Street and the Yarra River.

The primary focus of this feasibility study is to assess the traffic impact of a signalised intersection on Johnston Street at a proposed car park access to the Abbotsford Convent east of Clarke Street.

The following report provides information on the modelling of the existing conditions, and is intended to serve as the platform for the assessment of the proposed signalised intersection on Johnston Street at a proposed car park access to the Abbotsford Convent east of Clarke Street.

In preparing this report relevant traffic data has been collected and analysed. Furthermore discussions with both VicRoads and Council have been undertaken and all relevant feedback incorporated.

1.2 Background

The City of Yarra proposes to construct a set of traffic signals on Johnston Street at a new entry/exit point for the Abbotsford Convent car park off Johnston Street, east of Clarke Street, Abbotsford.

The City of Yarra seeks to understand how an access point into the convent car park could be arranged via Johnston Street having regard to the optimisation of traffic signal operation along Johnston Street between Nicholson Street (Abbotsford) and the Yarra River.

As such a model of the existing conditions has been undertaken with the intent of securing approval from both VicRoads and Council to the model prior to commencing an assessment of the impact of the proposed Abbotsford Convent car park access.

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2 Modelling Information

2.1 General

Microsimulation involves modelling individual vehicle behaviour around a simulated network to replicate actual conditions.

The microsimulation model is compiled by inputting road network parameters relating to driver behaviour, road network operation and vehicle attributes.

Microsimulation modelling allows for, amongst other items, detailed assessment of individual network components including the analysis of signalised intersections and bus operations.

In this instance the model has been undertaken to assess the various influences on the road network operation which cannot be easily accounted for by SIDRA analysis.

Cardno use the Aimsun software package to undertake microsimulation modelling which is one of a number of accepted microsimulation software packages utilised in Australia. The microsimulation model was created using Aimsun 7.0.3 which, at the time of commencement of the modelling, was the current version of the software.

2.2 Model Area

The specific area of investigation for this particular model is the section of Johnston Street from Nicholson Street to the west, to the Yarra River to the east. The intersections considered in this model are:

> Johnston Street / Nicholson Street;

> Johnston Street / Trennery Crescent;

> Johnston Street / Patterson St / Car Park Access;

> Johnston Street / Clarke Street; and

> Johnston Street / Computershare Car Park Access.

The modelled area is shown generally in Figure 2-1.

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Figure 2-1 Aimsun Model Area

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2.3 Methodology

2.3.1 Road Network

The road network was compiled through the use of aerial photography including the number and type of intersections, number of approach lanes and speed limits as shown in Figure 2-1.

2.3.2 Existing Traffic Management

Along Johnston Street, various traffic management measures are adopted at different times during the day. The model has been developed with due consideration given to these traffic management measures which are summarised below.

2.3.2.1 AM Peak

> Westbound kerb side lane operates as a Bus Lane;
> Two (2) through traffic lanes accommodate westbound traffic;
> Eastbound kerb side lane accommodates on-street parking; and
> One (1) through lane is provided for eastbound traffic.

2.3.2.2 PM Peak

> Westbound kerb side lane accommodates on-street parking;
> One (1) through traffic lane accommodates westbound traffic;
> Eastbound kerb side lane operates as a bus lane; and
> Two (2) through lanes are provided for eastbound traffic.

2.3.2.3 High Off Peak

> Kerb side parking accommodated on both the westbound and eastbound kerb side lanes;
> Eastbound and westbound traffic is accommodated via one (1) traffic lane in each direction; and
> Central traffic lane is used to accommodate turning traffic

2.3.3 Traffic Volume Data

Traffic volume data was collected on Friday 9th November 2012 for the weekday AM and PM peak period and Saturday 12th November 2012 for the weekend peak period (high off peak), and input into the model to provide a base case and typical road network origin/destination data that would be relied upon to direct changes in the model to reflect future conditions.

Traffic data has been input over a one hour interval. Notably, the traffic flows collected during the survey shows that volumes were generally uniform for each of the 15 minute periods that comprise the peak hour.

Consequently a uniform distribution has been adopted in our model.

This data was supplemented by travel time and queue length data collected on 22nd and 24th June 2013.

In addition to traffic volume data, bus timetable data was input to provide a whole of system assessment that included assessment of various modes of transport.

2.3.4 Traffic Signal Parameters

Data on traffic signal parameters was provided by VicRoads in the form of IDM data. This data was collected on 12th to 14th February 2013.

This data included specific traffic signal parameters such as cycle times and signal phases which were input into the model. Notably, a review of the typical peak period cycle times and average splits reveal that there were significant variations between minimum and maximum phase timings and number of times phases are demanded.

In order to respond to these variances, the model has been developed using actuated signal controls which adjust the traffic signal parameters continuously, but within a defined minimum and maximum range. This results in an efficient service of traffic demand at the intersections.

Figure 2-2 and Figure 2-3 provide a summary of the signal cycles and signal phase timing (cycle, minimums and maximums) for each of assessment periods for the traffic signals modelled. This data is derived from the VicRoads supplied IDM data.

Figure 2-2 Johnston St / Nicholson St –Signal Phasing, Cycle and Minimum / Maximum Green Times

Phase	AM Peak		PM Peak		High Off Peak	
	Min	Max	Min	Max	Min	Max
A	160 Sec Cycle		160 Sec Cycle		159 Sec Cycle	
	10sec		10sec		10sec	
	Actuated					
B	8sec	16sec	8sec	16sec	8sec	16sec
	Actuated					
C	6sec	15sec	6sec	13sec	N/A	N/A
	Actuated					
D	8sec	32sec	8sec	45sec	8sec	56sec
	Actuated					
E	8sec	16sec	8sec	16sec	8secs	16sec
	Actuated					
F	6sec	14sec	N/A	N/A	N/A	N/A
	Actuated					

Figure 2-3 Johnston St / Patterson St –Signal Phasing, Cycle and Minimum / Maximum Phase Times

Phase	AM Peak		PM Peak		High Off Peak	
	Min	Max	Min	Max	Min	Max
	157 Sec Cycle		160 Sec Cycle		161 Sec Cycle	
A	8sec		8sec		8sec	
	Actuated					
B	8sec	9sec	8sec	9sec	8sec	8sec
	Actuated					
C	8sec	16sec	8sec	16sec	8sec	16sec
	Actuated					
D	N/A	N/A	6sec	13sec	6sec	7sec
	Actuated					

Whilst no pedestrian surveys were undertaken, pedestrian volumes have been input into the model such that the number of pedestrian phase call ups at both intersections, specifically attributable to Phase B & E at the Johnson Street / Nicholson Street intersection and Phase C at the Johnson Street / Patterson Street intersection match those recorded in the VicRoads provided IDM data.

This approach has been agreed to by VicRoads.

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2.3.5 Results

The critical periods for assessment were identified and a 15 minute "warm-up" period utilised to ensure the model was at a suitable state at the start of the recording period to provide representative results.

A process of calibration and validation was undertaken to ensure that the model has been correctly compiled.

The results of the model are based on the average of 5 replications for each scenario.

2.3.6 Calibration

The GEH Statistic as per the requirements within the UK Design Manual for Roads and Bridges has been adopted as the calibration criteria for the model. The GEH statistic is defined by:

$$GEH = \sqrt{\frac{2(M-C)^2}{(M+C)}}$$

Where:

M = Modelled Flow

C = Observed Flow

The GEH criteria (based on the UK Design Manual for Roads and Bridges) is that at least 85% of individual link flows should have GEH of less than 5.0.

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3 Existing Conditions

3.1 Modelling Scenarios

Existing conditions, or base case, scenarios were modelled based on Council requirements as summarised in Table 3-1. The High Off Peak scenario coincides with peak operations of the Abbotsford Convent which does not generate significant traffic on weekdays.

Table 3-1 Assessment Scenarios

Scenario Name	Day/Time Period
AM Peak	Weekday: 7.45am – 8.45am
PM Peak	Weekday: 5.15pm – 6.15pm
High Off Peak	Saturday: 9.45am – 10.45am

3.2 Public Transport

3.2.1 Bus Routes

To accurately assess the impact to bus routes on Johnston Street, bus volumes, arrivals and routes are based on current timetables information. A total of four bus routes were identified as operating on Johnston Street as illustrated in Figure 3-1

Figure 3-1 Public Transport – Bus Routes

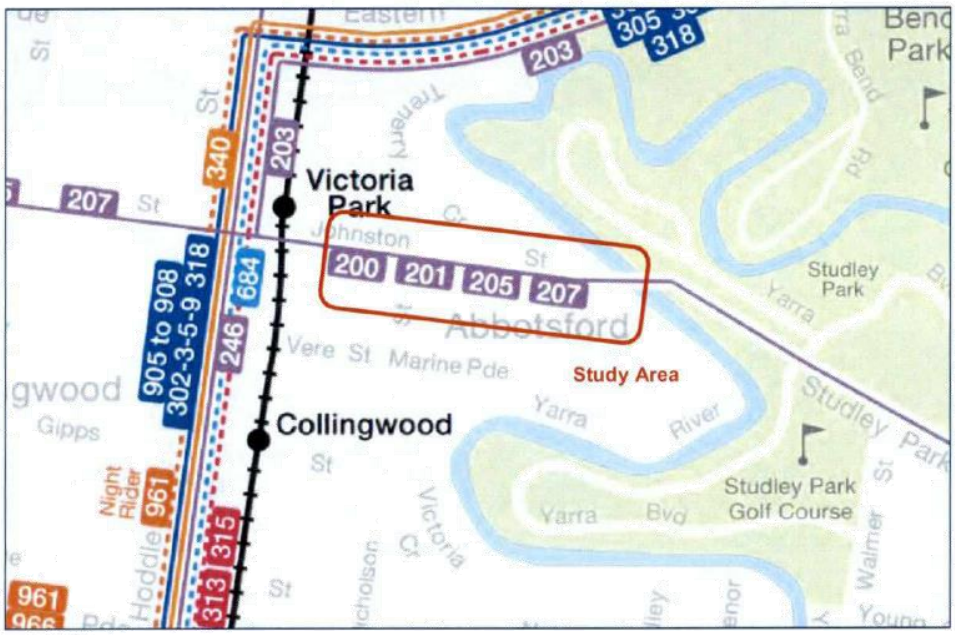

Table 3-2 to Table 3-5 summarise the respective bus timetables.

Table 3-2 Bus Timetable – Route 200: City to Bulleen

Scenario	To Bulleen (at Western End)	To City (at Eastern End)
AM Peak	7:46am	7:51am
	8:15am	8:21am
PM Peak	5:31pm	5:21pm
	5:56pm	5:50pm
High Off Peak (Saturday)	9:53am	9:51am
	10:24am	10:21am

Table 3-3 Bus Timetable – Route 201: City to Doncaster Shopping Town

Scenario	To Doncaster (at Western End)	To City (at Eastern End)
AM Peak	8:05am	8:01am
	8:41am	8:24am
PM Peak	5:16pm	5:33pm
	5:46pm	6:01pm
	6:12pm	
High Off Peak (Saturday)	10:09am	10:40am

Table 3-4 Bus Timetable – Route 205: Melbourne University to Doncaster Shopping Town

Scenario	To Doncaster (at Western End)	To Melb Uni (at Eastern End)
AM Peak	N/A	8:14am
		8:43am
PM Peak	5:22pm	N/A
	5:52pm	
High Off Peak (Saturday)	N/A	N/A

Table 3-5 Bus Timetable – Route 207: City to Donvale

Scenario	To Donvale (at Western End)	To City (at Eastern End)
AM Peak	7:56am	8:07am
	8:29am	8:32am
PM Peak	5:24pm	5:43pm
	6:04pm	6:13pm
High Off Peak (Saturday)	10:30am	10:08am

3.2.2 Public Transport Stop Times

Aimsun allows for the time taken by a bus to stop and for passengers to board or alight to be input into the model to quantify delays. Specific bus stop times were not available and as such bus stop times have been assumed as summarised in Table 3-6.

Table 3-6 Public Transport Stop Times

Stop Type	Average Stop Time	Standard Deviation
Bus	20 seconds	5 seconds

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3.3 Traffic Volumes

3.3.1 Cars

As previously noted existing volumes are based on surveyed turning movement counts and volumes provided by VicRoads, as attached in Appendix A.

These volumes have been input into the model as illustrated in the figure provided in Appendix A. Consequently an OD matrix has not been adopted in this instance.

Furthermore, a review of the traffic arrivals profile for all peak periods shows that traffic volumes are uniform across the simulation period.

3.3.2 Commercial Vehicles

Average Annual Daily Traffic (AADT) volumes provided by VicRoads show that heavy vehicles accounts for about 3% of the total traffic flows along Johnson Street.

The model has adopted a conservative value of 5% heavy vehicles, with these vehicles movements restricted to suitable routes (i.e., not permitted into and out of car park access points or residential streets).

3.3.3 Pedestrian Volumes

The IDM data provided by VicRoads shows that there are significant variances in the number of times phases are demanded, including pedestrian phases.

To overcome this, the model has been developed using actuated signal controls which adjust the traffic signal parameters continuously, but within a defined minimum and maximum range.

Pedestrian volumes have been input into the model such that the number of pedestrian phase call ups at both intersections match those recorded in the VicRoads provided IDM data.

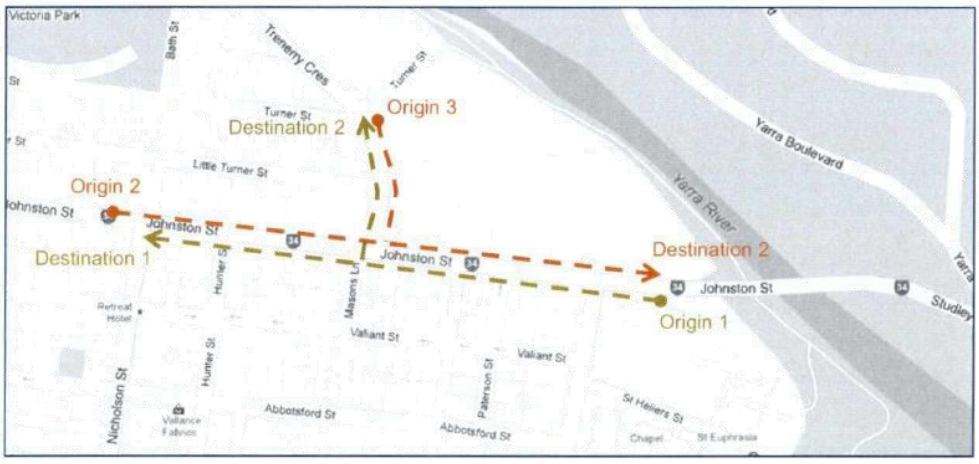
Notably, once the nominated pedestrian phase is called up, it triggers an extension in the respective green time in order to allow adequate pedestrian walk time and clearance time.

3.4 Travel Times

Travel time surveys were undertaken on Saturday 22nd June 2013, between 9:30am – 11:00am and Monday 26th June 2013 between 7:15am – 9:15am and 5:00pm – 6:30pm along the following key routes.

These surveys were undertaken by Cardno staff and involved staff driving along the nominated routes and recording their travel time during each peak period, at least twice. For the purpose of this report the routes identified below represent routes where four (4) peak period recordings were taken.

Figure 3-2 Travel Time Routes



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The results of the survey are presented as Table 3-7, Table 3-8 and Table 3-9. These results were then averaged to give the outputs presented in Table 3-10.

Table 3-7 Observed Travel Times – AM Peak

Route	Run 1	Run 2	Run 3	Run 4
	AM Peak			
Johnston St Bridge to Nicholson St (O1-D1)	52 Seconds	48 Seconds	116 Seconds	72 Seconds
Johnston St Bridge to Trennery Cres (O1-D2)	56 Seconds	69 Seconds	45 Seconds	57 Seconds
Park St to Johnston St Bridge (O3-D3)	66 Seconds	100 Seconds	93 Seconds	113 Seconds
Trennery Cres to Johnston St Bridge (O4-D3)	52 Seconds	58 Seconds	72 Seconds	51 Seconds

Table 3-8 Observed Travel Times – PM Peak

Route	Ran 1	Run 2	Run 3	Run 4
	PM Peak			
Johnston St Bridge to Nicholson St (O1-D1)	50 Seconds	74 Seconds	118 Seconds	55 Seconds
Johnston St Bridge to Trennery Cres (O1-D2)	53 Seconds	54 Seconds	69 Seconds	59 Seconds
Park St to Johnston St Bridge (O3-D3)	99 Seconds	130 Seconds	92 Seconds	76 Seconds
Trennery Cres to Johnston St Bridge (O4-D3)	92 Seconds	55 Seconds	75 Seconds	79 Seconds

Table 3-9 Observed Travel Times – High Off Peak

Route	Run 1	Run 2	Run 3	Run 4
	High Off Peak			
Johnston St Bridge to Nicholson St (O1-D1)	60 Seconds	79 Seconds	49 Seconds	61 Seconds
Johnston St Bridge to Trennery Cres (O1-D2)	47 Seconds	63 Seconds	52 Seconds	58 Seconds
Park St to Johnston St Bridge (O3-D3)	74 Seconds	93 Seconds	116 Seconds	120 Seconds
Trennery Cres to Johnston St Bridge (O4-D3)	49 Seconds	75 Seconds	59 Seconds	92 Seconds

Table 3-10 Observed Average Travel Time (AM, PM and High Off Peak)

Route	AM Peak (7.45am – 8.45am)	PM Peak (5.15pm – 6.15pm)	High Off Peak (9.45am – 10.45am)
	Average Time		
Johnston St Bridge to Nicholson St (O1-D1)	72 Seconds	74 Seconds	62 Seconds
Johnston St Bridge to Trennery Cres (O1-D2)	57 Seconds	59 Seconds	55 Seconds
Park St to Johnston St Bridge (O3-D3)	93 Seconds	99 Seconds	101 Seconds
Trennery Cres to Johnston St Bridge (O4-D3)	58 Seconds	75 Seconds	69 Seconds

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3.5 Calibration

3.5.1 GEH Statistic

The GEH statistic has been calculated for all entrances and exits from the modelled area for all assessment scenarios. The results are presented in Table 3-11 to Table 3-13.

Table 3-11 GEH Statistic Calculations – AM Peak

	Direction	Modelled	Actual	Difference	GEH
Johnston St (W)	In	730	724	-6	0.22
	Out	1040	954	-86	2.73
Nicholson St	In	292	293	1	0.07
	Out	940	1012	72	2.30
Trennery Cres	In	385	383	-2	0.09
	Out	292	304	12	0.71
Car Park Access	In	4	4	0	0.10
	Out	144	145	1	0.10
Paterson St	In	28	29	1	0.11
Clarke St	In	46	46	0	0.00
	Out	151	147	-4	0.36
Comp Share	In	7	8	1	0.29
	Out	30	38	8	1.37
Johnston St (E)	In	1737	1716	-21	0.50
	Out	630	609	-21	0.85
Maximum					2.73

Table 3-12 GEH Statistic Calculations – PM Peak

Section	Direction	Modelled	Actual	Difference	GEH
Johnston St (W)	In	1067	1057	-10	0.32
	Out	338	290	-48	2.71
Nicholson St	In	648	651	3	0.11
	Out	518	494	-24	1.08
Trennery Cres	In	158	158	0	0.03
	Out	445	528	83	3.76
Car Park Access	In	66	64	-2	0.25
	Out	5	4	-1	0.38
Paterson St	Out	26	28	2	0.35
Clarke St	In	122	119	-3	0.26
	Out	45	42	-3	0.48
Comp Share	In	11	11	0	0.00
	Out	6	11	5	1.79
Johnston St (E)	In	487	480	-7	0.33
	Out	1223	1125	-98	2.85
Maximum					3.76

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Table 3-13 GEH Statistic Calculations – High Off Peak

Section	Direction	Modelled	Actual	Difference	GEH
Johnston St (W)	In	741	706	-35	1.29
	Out	579	543	-36	1.54
Nicholson St	In	301	290	-11	0.62
	Out	426	434	8	0.41
Trennery Cres	In	120	118	-2	0.15
	Out	99	137	38	3.54
Car Park Access	In	1	1	0	0.00
	Out	1	1	0	0.00
Paterson St	In	32	33	1	0.14
Clarke St	In	178	179	1	0.09
	Out	288	268	-20	1.19
Comp Share	In	5	5	0	0.09
	Out	6	12	6	1.92
Johnston St (E)	In	605	572	-33	1.37
	Out	581	520	-61	2.58
Maximum					3.54

The calibration process shows that the maximum GEH recorded for each assessment period ranges between 2.73 to 3.76. These GEH values are within the prescribed range of 5 or less and the model if therefore considered to be adequately calibrated in this regard.

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3.6 Validation

3.6.1 Travel Time

As a means of validating the model, the modelled average travel times were compared to the observed average travel times. The RMS (NSW) suggests that the modelled travel times should be within 10% of the observed.

The results of this assessment are summarised in Table 3-14, Table 3-15 and Table 3-16 and show that the modelled travel times are within 10% of the observed travel times.

Table 3-14 Average Travel Time Comparison – AM Peak

Route	Observed	Modelled	Difference
		Average Time	
Johnston St Bridge to Nicholson St (O1-D1)	72 Seconds	80 Seconds	10%
Johnston St Bridge to Trennery Cres (O1-D2)	57 Seconds	52 Seconds	-7%
Park St to Johnston St Bridge (O3-D3)	93 Seconds	84 Seconds	-9%
Trennery Cres to Johnston St Bridge (O4-D3)	58 Seconds	54 Seconds	- 8%

Table 3-15 Average Travel Time Comparison – PM Peak

Route	Observed	Modelled	Difference
		Average Time	
Johnston St Bridge to Nicholson St (O1-D1)	74 Seconds	71 Seconds	-4%
Johnston St Bridge to Trennery Cres (O1-D2)	59 Seconds	56 Seconds	-4%
Park St to Johnston St Bridge (O3-D3)	99 Seconds	96 Seconds	-3%
Trennery Cres to Johnston St Bridge (O4-D3)	75 Seconds	77 Seconds	-2%

Table 3-16 Average Travel Time Comparison – High Off Peak

Route	Observed	Modelled	Difference
		Average Time	
Johnston St Bridge to Nicholson St (O1-D1)	62 Seconds	59 Seconds	-5%
Johnston St Bridge to Trennery Cres (O1-D2)	55 Seconds	51 Seconds	-7%
Park St to Johnston St Bridge (O3-D3)	101 Seconds	95 Seconds	-6%
Trennery Cres to Johnston St Bridge (O4-D3)	69 Seconds	64 Seconds	-7%

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3.6.2 Queue Lengths

Anecdotal observations of queues lengths were undertaken in conjunction with the travel time surveys mentioned earlier in this report on Saturday 22nd June 2013, between 9:30am – 11:00am and Monday 26th June 2013 between 7:15am – 9:15am and 5:00pm – 6:30pm along the key routes identified in Figure 3-2.

These observations represent the maximum stopped queues experienced by Cardno staff along the corridor whilst they undertook the travel time surveys.

A comparison between the model generated queues and those observed are presented in Figure 3-3 to Figure 3-8.

The Austroads Research Report "*The use and application of microsimulation traffic models*" does not provide any specific model calibration criteria pertaining to queues.

Instead the report notes that lane distribution of traffic has a significant effect on network delay and that with regards to queues, the model should be calibrated to the modeller's satisfaction.

To this end, it is inferred that the appropriateness of the model generated queues can be evaluated by the travel time outputs.

Given the foregoing, we are satisfied with the model generated queues on the basis that the travel times as generated by the model are consistent with site observations and are within the prescribed range suggested by RTA (NSW).

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Figure 3-3 AM Peak - Typical Maximum Queues (Anecdotal Observations)

Figure 3-4 AM Peak – Model Generated Queues (Average of Maximum Queues)

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Figure 3-5 PM Peak – Typical Maximum Queues (Anecdotal Observations)

Figure 3-6 PM Peak – Model Generated Queues (Average Of Maximum Queues)

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Figure 3-7 High Off Peak – Typical Maximum Queues (Anecdotal Observations)

Figure 3-8 High Off Peak – Model Generated Queues (Average of Maximum Queues)

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4 Conclusions

Given the analysis above, it is considered the AM, PM and High-Off Peak models are adequately calibrated and can satisfactorily serve as appropriate models for future scenario assessments.

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Johnston Street: Nicholson Street to Convent Carpark – Existing Conditions

APPENDIX

A

TRAFFIC VOLUMES

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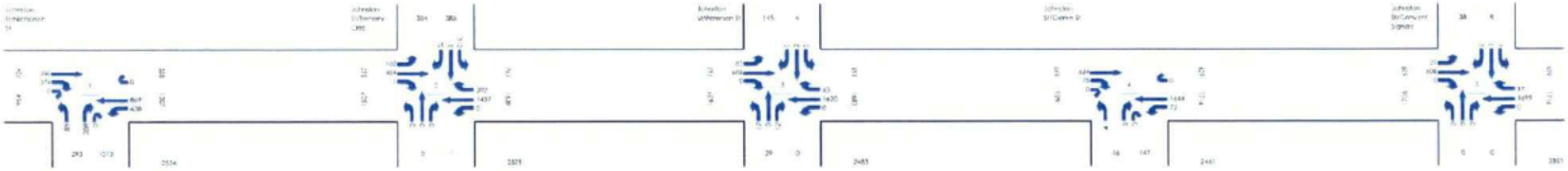
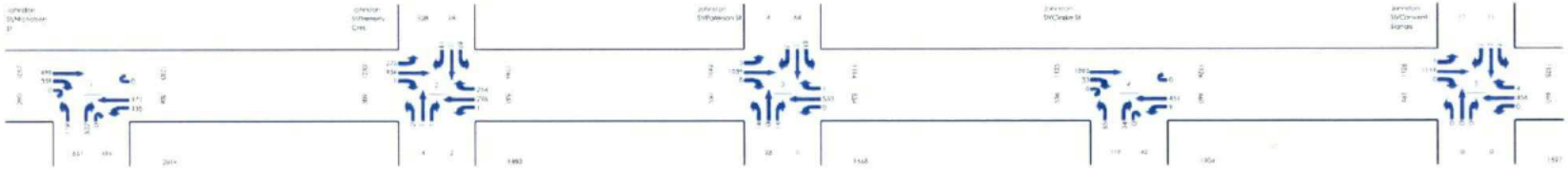
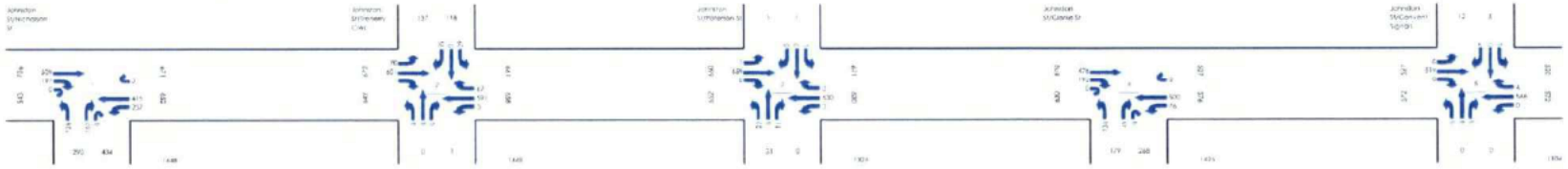
AM Peak Hour (Fri) – 7.45am-8.45am



PM Peak Hour (Fri) – 5.15pm-6.15pm



High Off Peak Hour (Sat) – 9.45am-10.45am



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GTAconsultants

Appendix B

Traffic Assessment Report - Cardno

Appendix B

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Traffic Assessment

Abbotsford Convent Traffic Signals

CG120724

Prepared for
City of Yarra

17 February 2014

Cardno
Shaping the Future

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Document Information

Prepared for	City of Yarra
Project Name	Abbotsford Convent Traffic Signals
File Reference	CG120724REP003F01.docx
Job Reference	CG120724
Date	17 February 2014

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Executive Summary

Cardno have been engaged by the City of Yarra to prepare a Traffic Impact Assessment of the proposed Abbotsford Convent car park access to Johnston Street and the signalisation of this proposed access point. Specifically this report seeks to identify changes in traffic distribution associated with the alternate access arrangements as well as calculation of growth in traffic associated with the Convent.

The proposed intersection is located on Johnston Street, Abbotsford approximately 80m east of Clarke Street and is intended to primarily serve the Abbotsford Convent and the associated car park. The Convent car park access will form the southern leg of the intersection, Johnston Street forming the east and west legs and the existing car park to 452 Johnston Street (Computershare) forming the northern leg.

The City of Yarra intend to close the existing Convent access via St Heliers Street so that it operates as a drop off/pick up and turn around area without gaining direct access to the main car park as per existing operations. Consequently all Convent traffic will be redirected to the proposed signalised intersection on Johnston Street.

Cardno has been investigating the proposal to install traffic signals since October 2012 on the City of Yarra's behalf and has been working closely with authorities and key stakeholders, including Council, VicRoads, Public Transport Victoria, Bicycle Victoria and the Abbotsford Convent Foundation.

This liaison with stakeholders has included the preparation of Network Fit Assessment (NFA) Level 2 assessments and accompanying preliminary road network microsimulation. Multiple workshops and meetings have been held with Council and VicRoads to discuss and refine project parameters.

Operating as the Sisters of Good Shepherd Abbotsford Convent until 1975, the site was acquired by the state government and has subsequently been developed as an arts, cultural and education precinct for community uses. The convent comprises a large number of buildings of which approximately 5,674sqm is understood to be in use. The use of spaces within the site vary widely but typically comprise a mixture of arts and community uses including, café's, a radio station, artist studios, boutique offices, performing arts centre, alternative medicine and markets.

Other uses within the precinct include the Abbotsford Childrens Farm, Sophia Mundi Steiner School, Sisters of Good Shepherd Aged Care & Chapel and the VIT Hospitality Café. Studies and Master Planning works previously undertaken for the site indicate that the with the exception of the Convent, none of the other uses currently envisage an expansion of services. The Convent estimates that a further 4,820sqm of floor area will be available in the future for lease.

A 92 place child care site is approved for use on the Lourdes site (accessed from St Heliers Street) however the Permit has not yet been acted upon. The traffic report that accompanied the application predicted traffic volumes of 101 vehicles in the AM peak hour and 104 vehicles in the PM peak hour. The centre is understood to be closed on weekends.

Based on road network volume surveys the weekday road network peak hours were found to occur between 7.45am-8.45am and 5.15pm-6.15pm. Volume surveys were also undertaken on a Saturday indicating a precinct peak hour of 9.45am-10.45am.

Based on available annual and weekly visitation rates and surveyed traffic volumes, the Convent currently generates traffic at a rate of 2.34 trips/100sqm in the AM peak hour, 1.60 trips/100sqm in the PM peak hour and 4.61 trips/100sqm in the Saturday peak hour.

Application of these derived traffic generation rates to the 4,820sqm of future Convent floor area equates to an additional 113 trips in the AM peak hour, 77 trips in the PM peak hour and 222 trips in the Saturday peak hour.

Addition of the Convent traffic growth and predicted Lourdes child care centre results in an additional traffic volumes of 214 trips in the AM peak hour, 183 trips in the PM peak hour and 222 trips in the Saturday peak hour.

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1 Introduction

Cardno have been engaged by the City of Yarra to provide a Traffic Impact Assessment of the proposed signalisation of Johnston Street and a new Abbotsford Convent site access, in context with the future traffic flows from the Abbotsford Convent redevelopment.

This report provides an assessment and discussion of the traffic volumes generated by the Abbotsford Convent precinct in context with the proposed traffic signals as a response to VicRoads request for further information.

The proposed intersection is located on Johnston Street, Abbotsford approximately 80m east of Clarke Street is intended to serve primarily the Abbotsford Convent and the associated car park. The Convent car park access forms the southern leg of the intersection, Johnston Street forming the east and west legs and the existing car park to 452 Johnston Street (Computershare) forming the northern leg.

The result of the proposed signalisation of the intersection is to create a controlled intersection where currently an uncontrolled t-intersection operates with the Computershare car park. The signalised intersection includes the provision of pedestrian crossing opportunities across Johnston Street.

In the course of preparing this assessment, the subject site and its environs have been inspected, background documentation reviewed and relevant traffic data sourced and analysed.

1.1 Context

The City of Yarra has undertaken a number of studies and investigations to identify ways of improving road safety and amenity in the precinct bounded by Johnston Street, Nicholson Street, Marine Parade and the Yarra River in Abbotsford.

In June 2010 the City of Yarra commissioned the development of a Traffic and Parking Plan for the Clarke Street/St Heliers Street area (that area bounded by Johnston Street, Nicholson Street, Marine Parade and the Yarra River) which sought to address traffic and parking issues in the area and reflect the requirements and expectations of the local community.

The study area included a large residential precinct and a significant non-residential precinct which comprises the Abbottsford Convent, the Collingwood Children's Farm, the Good Shepherd Nursing Home, the Sofia Mundi Steiner School and the University of Melbourne Early Learning Centre. The study also considered the possible future growth associated with the Convent, school, nursing home and the development of the Lourdes site adjacent to the Convent.

Development of the Traffic and Parking Plan has involved extensive community consultation with the Abbotsford Convent Precinct stakeholders and two resident groups (Collingwood and Abbotsford Residents Association and Abbotsford Convent Precinct Community Group) to consider traffic engineering investigations undertaken in the area and to identify local traffic issues.

Information gathered through the consultation was used to identify the key issues in the study area including:

- Traffic and access issues identified in the study area were:
  - Rat running through residential streets (substantially reduced with the Clarke Street partial road closure);
  - Congestion, queuing and safety issues in St Heliers Street and at the St Heliers Street/Clarke Street intersection with particular concern about safety hazards due to buses and commercial vehicles turning and reversing in St Heliers Street and Clarke Street and conflict with pedestrians and cyclists;
  - Safety and congestion in Clarke Street, including conflicting and illegal traffic movements in the vicinity of the partial road closure; and
  - Access to Johnston Street difficult from Clarke Street, with extensive delays caused by peak hour traffic and queuing across the intersection from the adjacent Paterson Street traffic signals.
- Parking issues identified in the study area were:

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- Insufficient parking to cater for the high level of visitation to the Convent and the Collingwood Children's Farm on weekends, when there are major markets or other activities, or for special events with parking spilling over into the adjacent residential areas;
- Parking demand from commercial properties, particularly on the north side of Johnston Street overflowing into both the residential and Convent precincts and using the Abbotsford Convent Foundation car park during the week;
- High level short term demand by visitors to other community facilities in excess of what the facilities have provided– i.e. short term/drop off by users of the Early Learning Centre visitors to the nursing home; and
- Parking generally sufficient for the current "normal" weekday parking demand for the Precinct however it is reaching capacity and provision needs to be made for future growth in demand.

In light of the 2010 study and resident consultation Council has undertaken a number of investigations to identify ways of improving road safety and amenity in the Convent Precinct. One of the recommendations arising from the investigations was to commence planning with VicRoads for alternative access from Johnston Street to the Abbotsford Convent car park to improve traffic and parking near the Convent Precinct.

The investigations considered that providing alternate access to the Abbotsford Convent car parking would discourage motor vehicles from using Clarke Street and improve traffic movement and amenity in this area as well as providing a controlled intersection to appropriately cater for the diverted traffic.

Council engaged Cardno in October 2012 to investigate the technical parameters of the proposal.

1.2 Background

Cardno has been investigating the proposal to install traffic signals since October 2012 and has been working closely with authorities and key stakeholders, including Council, VicRoads, Public Transport Victoria, Bicycle Victoria and the Abbotsford Convent Foundation.

Four alternative intersection control scenarios were identified including:

> Option 1: Trennery Crescent unsignalised, Paterson Street status quo, Clarke Street unsignalised, Convent car park signalised;

> Option 2: Trennery Crescent signalised, Paterson Street status quo, Clarke Street unsignalised, Convent car park signalised;

> Option 3: Trennery Crescent unsignalised, Paterson Street signals removed, Clarke Street unsignalised, Convent car park signalised; and

> Option 4: Trennery Crescent unsignalised, Paterson Street status quo, Clarke Street signalised, Convent car park status quo.

For various reasons, outlined further within this report, Option 1 was selected and further analysis of its implications undertaken.

A Network Fit Assessment (NFA) for the peak periods was undertaken of the proposed signalised intersection, being the AM, PM and High Off-Peak (Saturday) periods. A Level 2 NFA was undertaken using the NFA Tool version 6.2.3 and was informed by the results of a preliminary microsimulation model of the Johnston Street Precinct.

The assessment was undertaken in a workshop facilitated by Cardno with input from members of VicRoads, Yarra City Council, Public Transport Victoria and the Abbotsford Convent. The workshop was conducted on 15 January 2013 between 2pm and 5pm at Fitzroy Town Hall. The operations assessment identified that the proposed Option 1 works have a positive fit with the network in relation to the Smartroads framework.

Intersection functional layout plans and signal layout plans have been prepared in conjunction with the City of Yarra reflecting the NFA intersection treatment.

Further analysis of the proposed signals was undertaken in April 2013 that included further microsimulation modelling of Johnston Street between Nicholson Street and the Yarra River to determine the impacts of signalisation on delays and queues in the surrounding road network. The analysis concluded that the road

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network will continue to operate satisfactorily following installation of the signals with marginal increases in delays and queues to motorists.

The microsimulation has been issued to VicRoads on 16 April and 12 July, 2013 for review. A workshop was held on 13 August, 2013 attended by VicRoads and Council at which the model was discussed.

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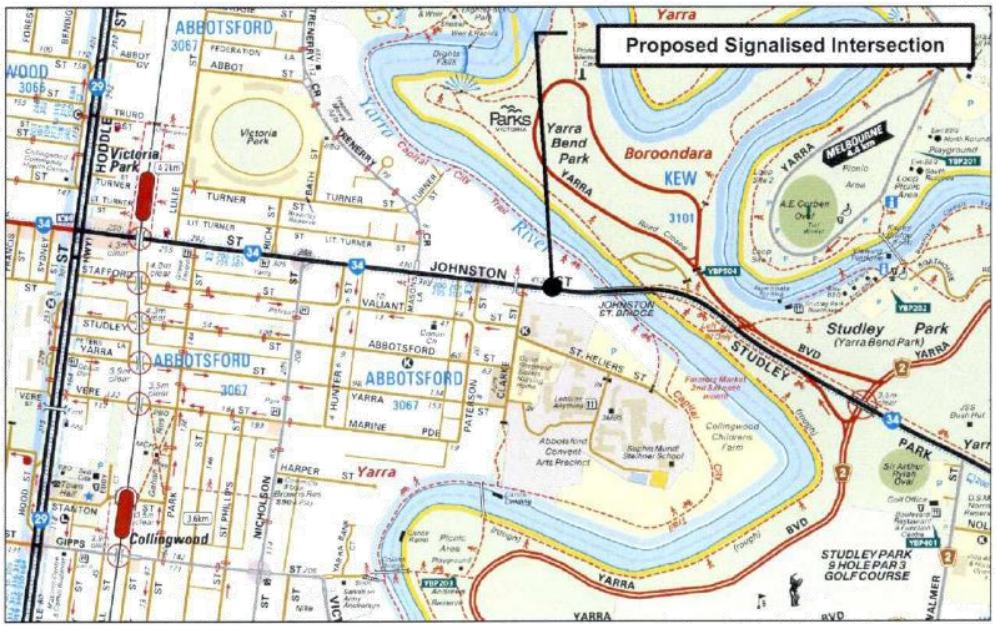
2 Study Area

2.1 General

The proposed signalised intersection is located approximately 80m east of Clarke Street, Abbotsford as illustrated in the context of the wider road network in Figure 2-1.

Figure 2-1 Intersection Locality



The east and west legs of the proposed signalised intersection are formed by Johnston Street with the northern leg formed by access to the Computer Share car park as illustrated in the aerial photograph in Figure 2-2.

The City of Yarra defined the study area for the location of the proposed signalised access as Johnston Street from Clarke Street to the Yarra River bridge crossing.

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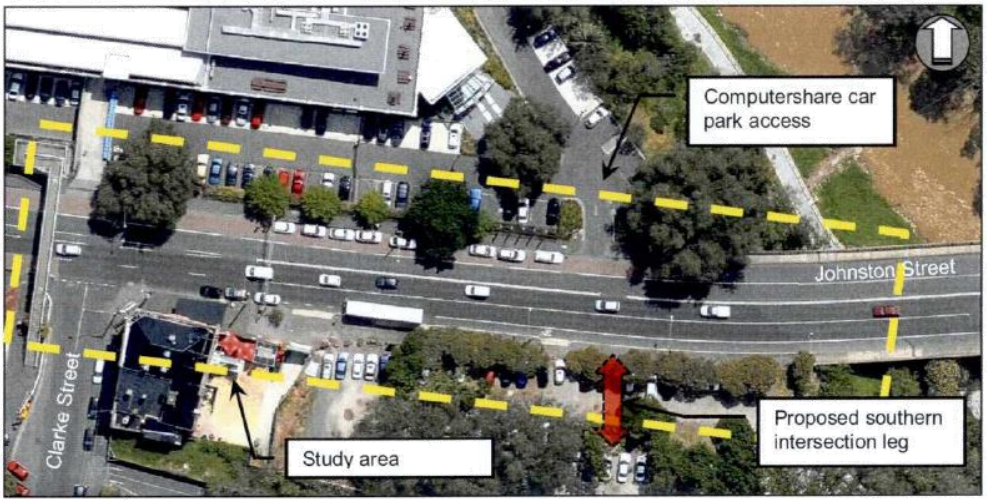
Figure 2-2 Subject Site Aerial Photograph



2.2 Road Network Considerations

2.2.1 Public Transport

A number of bus services operate along Johnston Street with 4 services operating in the vicinity of the proposed traffic signals as summarised in Table 2-1.

Table 2-1 Public Transport Services

Route Number	Route	Nearest Stop Location
200	City – Bulleen	40m west of Clarke Street
201	City – Doncaster Shopping Town	
205	Melbourne University – Doncaster Shopping Town	
207	City - Donvale	

Bus services along Johnston Street typically operate 7 days a week with services generally commencing at 6am and terminating at midnight. The 205 Melbourne University – Doncaster Shopping Town operates only during peak hours with city bound services during the morning and outbound during the afternoon. Services typically operate at 30 minute headways during peak hour operations.

During weekend operations services operate with reduced frequency at intervals of 30 minutes to 90 minutes depending on the route.

Dedicated bus lanes operate along both the northern and southern kerbs of Johnston Street delineated by red painted lanes. Along the southern kerb bus lanes are enforced between 7am and 9am Monday to Friday (inbound services) with northern kerb bus lanes between 4pm and 6.30pm Monday to Friday (outbound services).

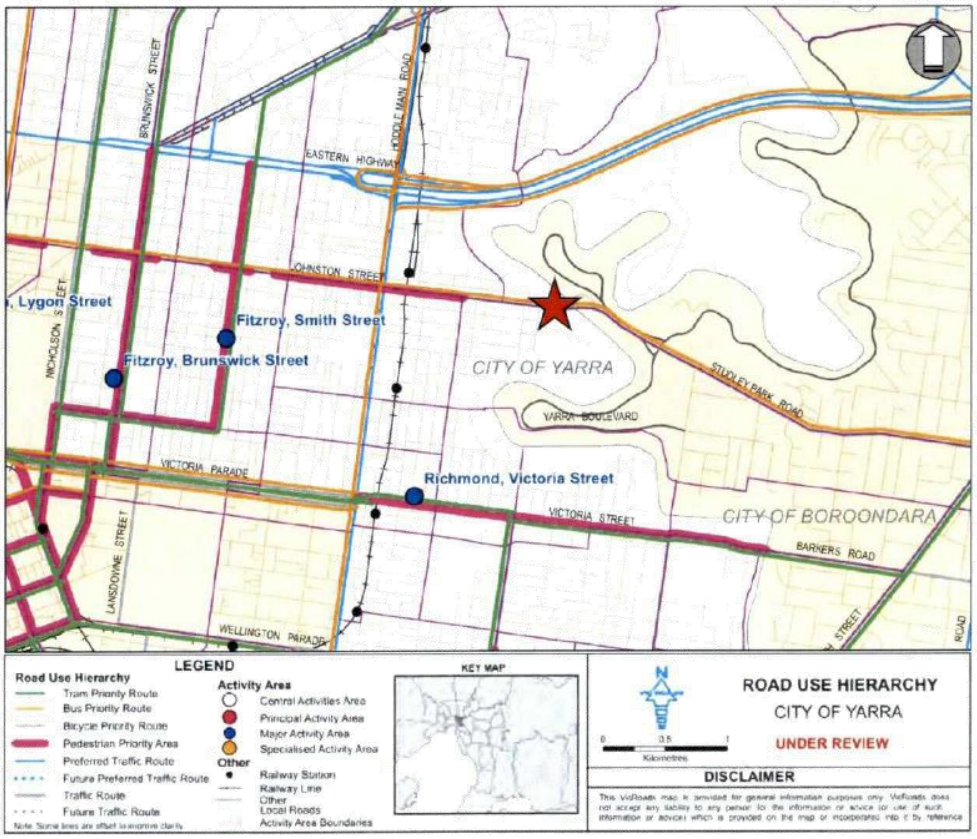
A temporary bus stop is located approximately 50m east of Clarke Street on the southern kerb of Johnston Street and is typically utilised for coach services servicing school and community groups accessing the Abbotsford Convent.

2.2.2 Smart Roads

SmartRoads Network Operating Plans have been developed through extensive consultation with local councils, government agencies and relevant stakeholders, and illustrate which transport modes have priority on the road at different times of the day.

Figure 2-3 identifies the Network Operating Plan in the vicinity of the site, and indicates that Johnston Street adjacent to the site is a Bus and Bicycle Priority Route.

Figure 2-3 SmartRoads Network Operating Plan



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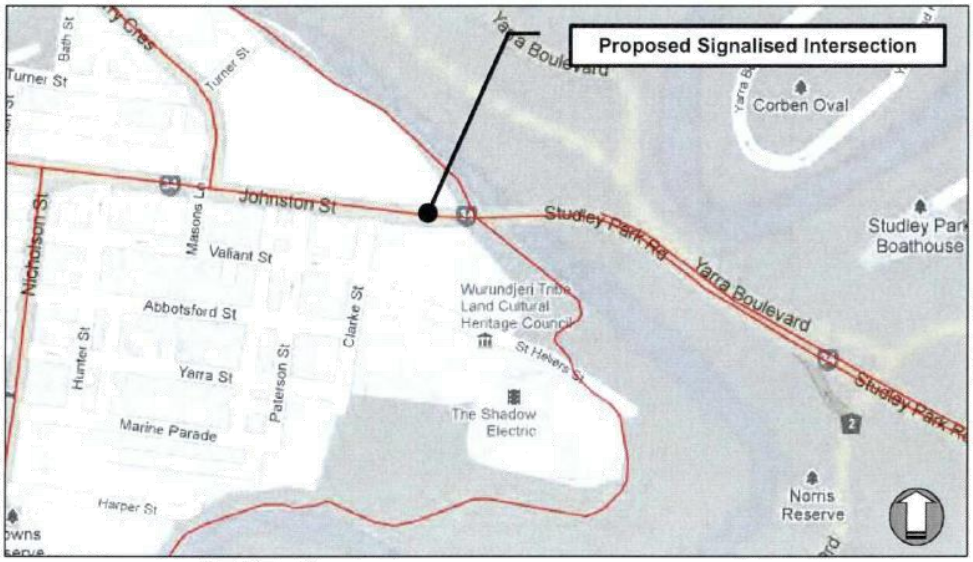
2.2.3 Principal Bicycle Network

Melbourne's Principal Bicycle Network (PBN) was established in 1994 and provides maps of major bicycle routes around Melbourne and surrounding suburbs. The PBN maps show a network of cycle routes that provide access and connectivity between key destinations. The PBN has recently been updated in draft form, as shown in Figure 2-4.

The draft PBN indicates that Johnston Street forms part of the PBN and provides a connection to the Main Yarra Trail.

Figure 2-4 Principal Bicycle Network – City of Yarra



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2.3 Road Network

2.3.1 Johnston Street

Johnston Street is a Declared Main Road oriented in an east west fashion within the study area and to the east of the study site Johnston Street crosses the Yarra River.

At the proposed signalised intersection location Johnston Street comprises a single pavement approximately 15m wide housing 2 through lanes in each direction (total 4 lane cross section) with an on-road bicycle lane along the southern kerb to the east.

To the west of Clarke Street, an additional central traffic lane is introduced that operates as an additional traffic lane in the direction of the relevant peak traffic. i.e. westbound during the AM peak and eastbound during the PM peak. Additionally, the kerbside lanes become dedicated bus lanes between:

> 7am and 9am Monday to Friday (inbound services) along the southern kerb; and

> 4pm and 6.30pm Monday to Friday (outbound services) along the northern kerb.

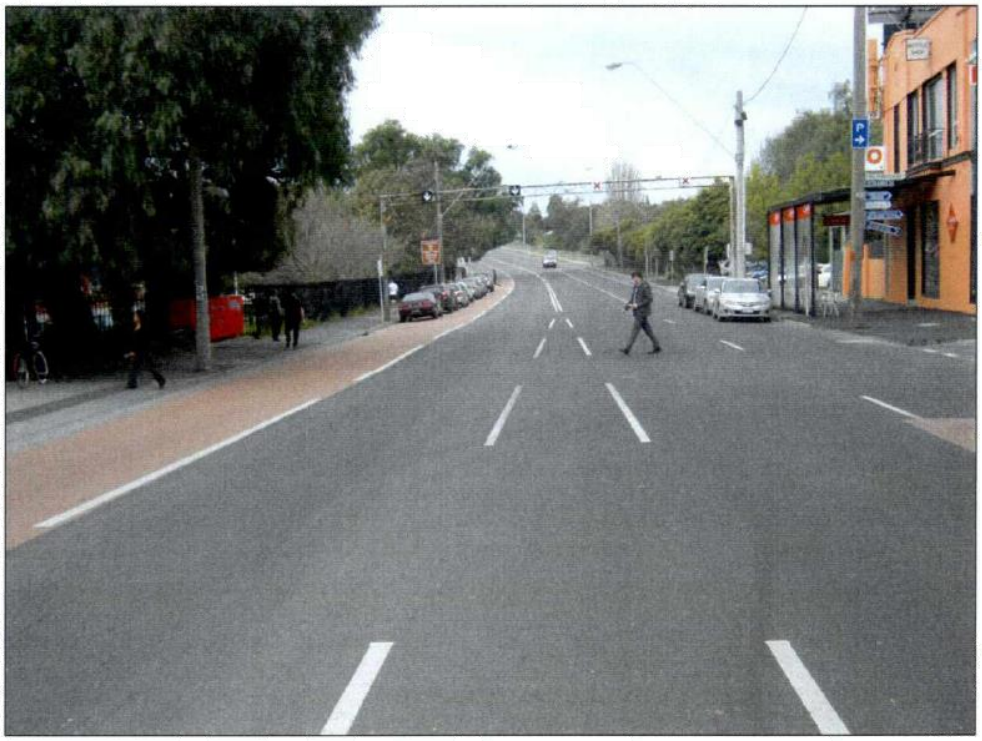
In addition to the bus lanes parking along the southern kerb is controlled by Clearway restrictions between 6.30am and 9.30am Monday to Friday and 2 hour parking 9.30am to 5.30pm Monday to Friday.

Similarly the northern lane is controlled by Clearway restrictions between 4pm and 6.30pm Monday to Friday and 2 hour parking 7.30am to 4pm Monday to Friday.

In the vicinity of the study area Johnston Street operates with a speed limit of 60km/h.

Johnston Street in the vicinity of the study area is illustrated in Figure 2-5.

Figure 2-5 Johnston Street facing east adjacent to the Clarke Street intersection



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2.3.2 Clarke Street

Clarke Street functions as a local road and is aligned north-south from Johnston Street to its terminus some 250 metres to the south. It provides a single lane of traffic in either direction over a pavement of approximately 13 metres.

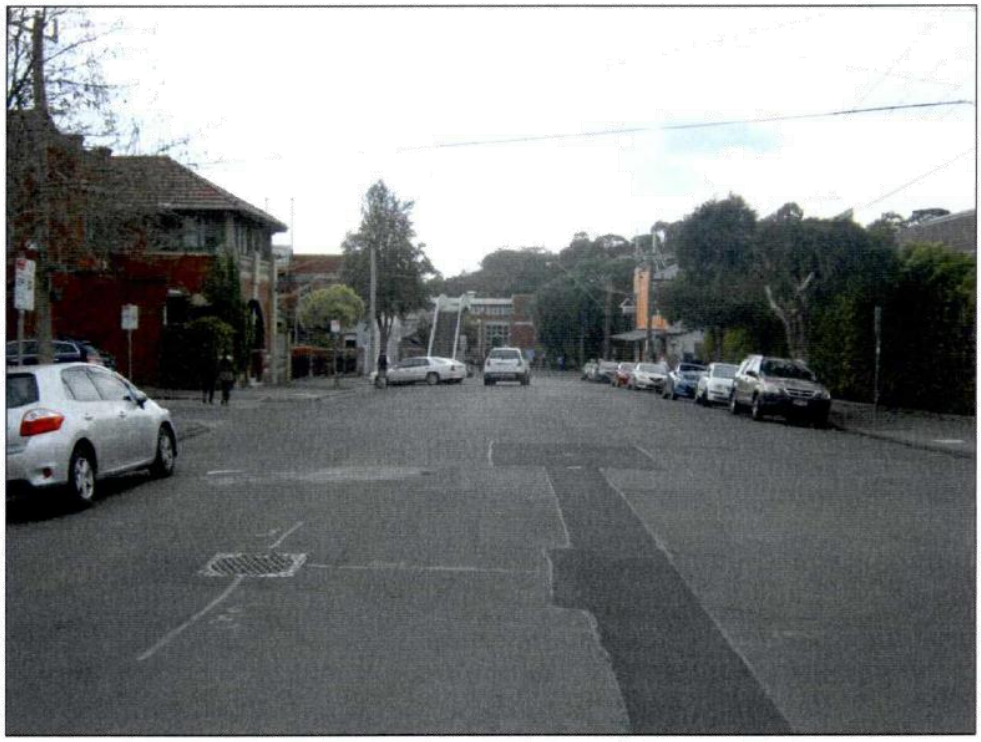
Approximately midway along its length, traffic management devices have been installed that limit southbound travel whilst enabling local northbound traffic.

Parallel kerbside parking is available along the eastern kerb controlled by 2 hour restrictions between 7am and 7pm Monday to Friday. Angled parking is available on the west kerb of Clarke Street approximately 30m south of Johnston Street which is controlled by a Permit Zone.

Clarke Street is controlled by an area 40km/h speed limit.

A view of the street cross-section is shown in Figure 2-6.

Figure 2-6 Clarke Street facing Johnston Street (north) adjacent to subject site



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2.3.3 St. Heliers Street

St Heliers Street is a local road running generally east-west from Clarke Street terminating at the Collingwood Children's Farm approximately 300 metres to the east. It operates with an approximately 10 metre pavement providing for one lane of travel in either direction and allows kerbside parallel parking along both kerbs.

Parking restrictions vary along both kerbs 2P restrictions between 7:00AM – 5:00PM along the northern kerb, 1/4P and 4P restrictions between 7:00AM – 5:00PM along the southern kerb.

St. Heliers Street provides the primary vehicular access into the Convent precinct.

A speed limit of 20km/h applies for its length.

A view of St Heliers Street cross section is provided in Figure 2-7.

Figure 2-7 St Heliers Street facing west adjacent to subject site

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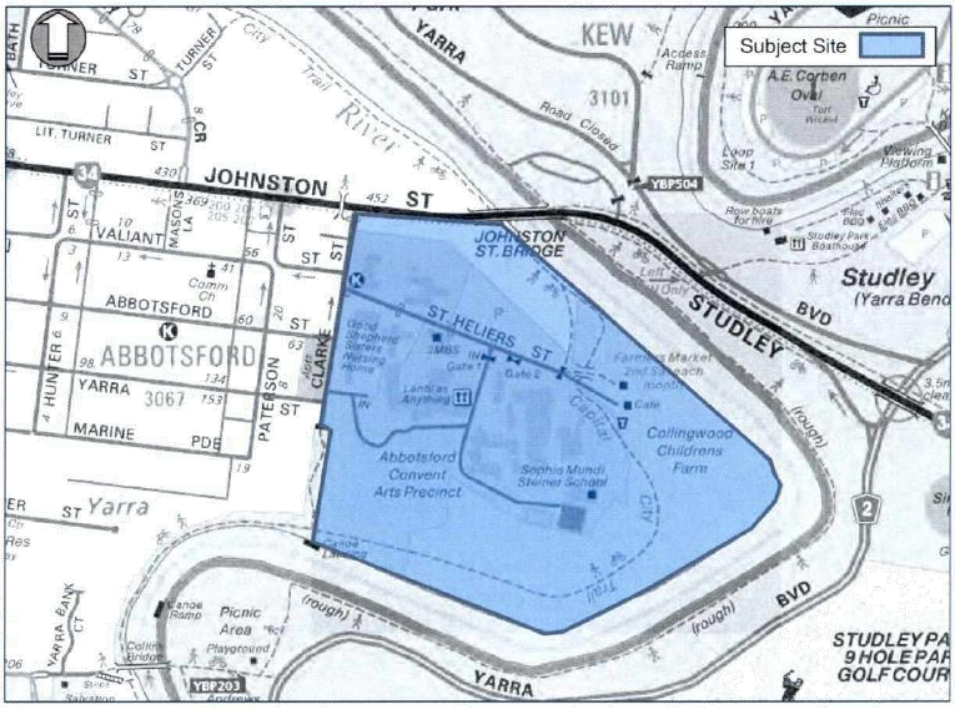
3 Abbotsford Convent – Existing Operations

3.1 Background & Site Location

Operating as the Sisters of Good Shepherd Abbotsford Convent until 1975, the site was acquired by the state government and has subsequently been developed as an arts, cultural and education precinct for community uses.

Now known as the Abbotsford Convent, it is located within the parcel of land bounded by Johnston Street, Clarke Street and the Yarra River in Abbotsford as shown in Figure 3-1.

Figure 3-1 Site Locality



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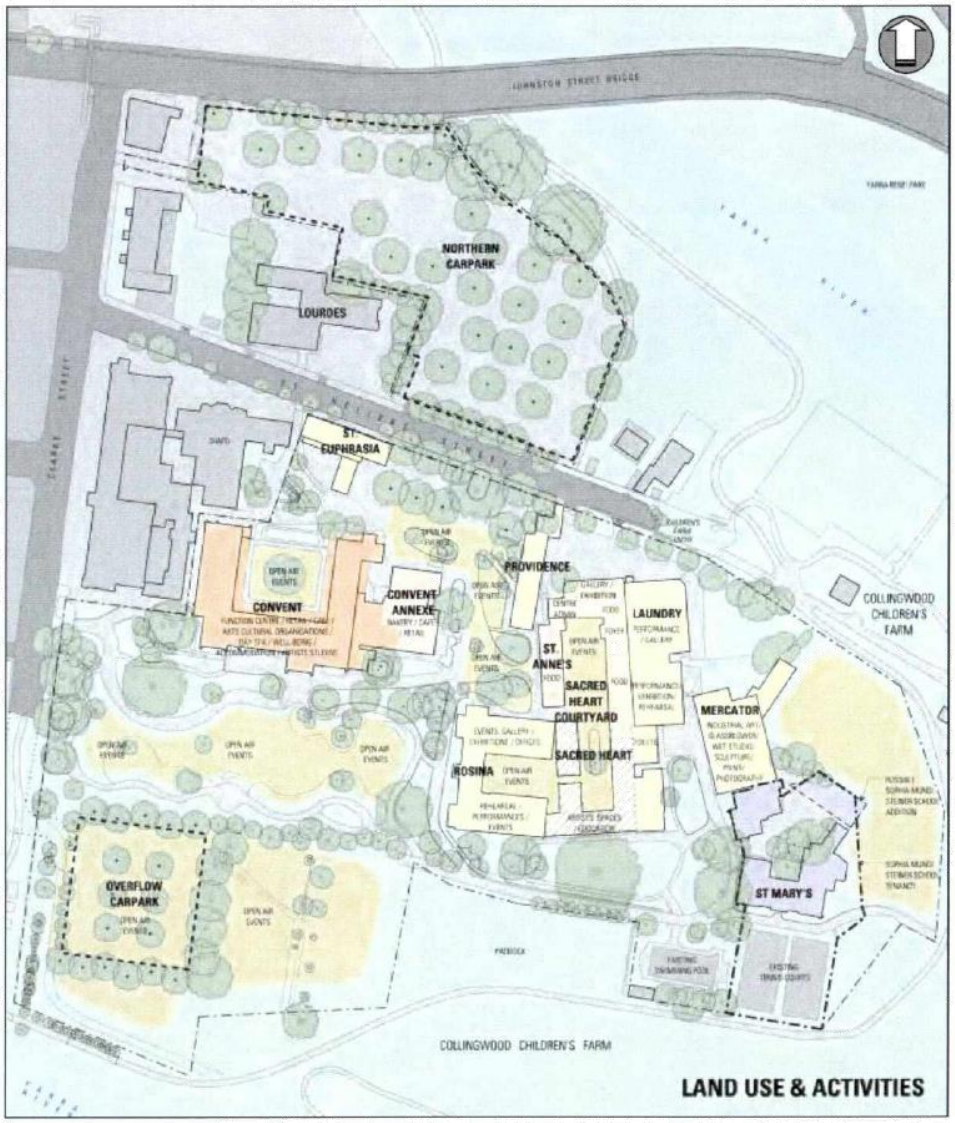
3.2 Abbotsford Convent

The convent comprises a large number of buildings of which approximately 5,674sqm is understood to be in use. The use of space within the site varies widely but typically comprise a mixture of arts and community uses.

Other key site tenancies include Sophia Mundi Steiner School, Sisters of Good Shepherd Nursing Home and Sisters of Good Shepherd Chapel. Whilst not expressly part of the Convent site, the Collingwood Children's Farm also gains access via St Heliers Street.

A view of the existing site conditions, sourced from the Convent Master Plan, is shown in Figure 3-2 below.

Figure 3-2 Site Map of the Abbotsford Convent Precinct



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The Convent itself provides space for a variety of uses including:

- Café's
- Radio Station
- Artist Studios
- Offices
- Performing Arts Centre
- Function Rooms
- Retail
- Alternative Medicine
- Markets
- Child care

3.2.2 Sophia Mundi Steiner School

The Sophia Muni Steiner School is a P-12 education facility operating from the St. Marys building within the Abbotsford Convent. The school has in the order of 185 students and 18 full-time equivalent teaching staff.

3.2.3 Sisters of Good Shepherd Aged Care

The Sisters of Good Shepherd Aged Care facility is located at the intersection of Clarke Street and St Heliers Street and is understood to provide 49 high care beds and 35 low care beds.

3.2.4 Sisters of Good Shepherd Chapel

The Sisters of Good Shepherd Chapel has recently undergone extensive renovations and as of August 2013 has reopened for use to the public. The Chapel is utilised for Mass every Sunday and is available for Weddings, Baptisms and Funerals and to hire for recitals, concerts and other events.

3.3 Surrounding Uses

3.3.1 Collingwood Children's Farm

The Collingwood Children's Farm operates over a seven hectare site adjacent to the Abbotsford convent and provides farmland with the intent to provide country experiences for city people.

The site is open every day of the year and operates a Farmers Market on the second Saturday of every month.

3.3.2 Computershare

Computershare, a listed financial services company operate within the Yarra Falls building directly opposite the Abbotsford convent along Johnston Street. The site houses approximately 1,100 employees and provides on-site pay parking of approximately 450 spaces. It is understood a level of car parking generated by the business (estimated at 70-90 spaces in by HDS Australia) utilises the Abbottsford Convent parking.

3.3.3 VIT Hospitality School

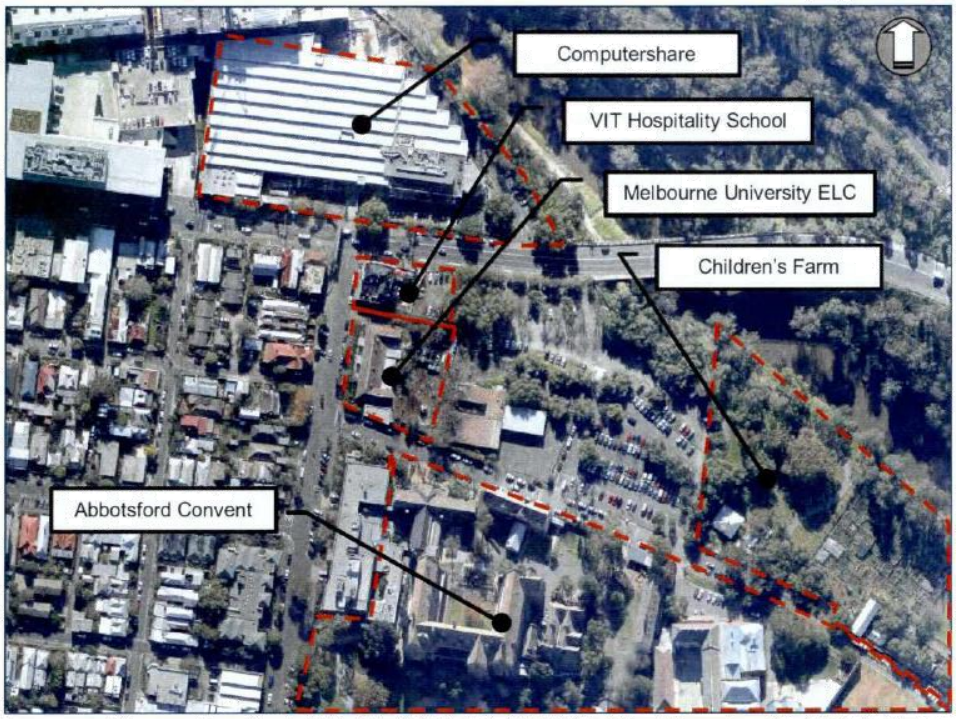
The former hotel building on the corner of Johnston Street and Clarke Street operates a as a hospitality training venue, café/restaurant and function venue.

3.3.4 Melbourne University Early Learning Centre (ELC)

The ELC is a specialised research and demonstration kindergarten. The ELC is open from 8.30am to 5.30pm Monday to Friday, from 23 January – 20 December.

A view of the surrounding uses in context with the convent site is shown in Figure 3-3.

Figure 3-3 Surrounding Uses



3.4 Site Access

As indicated earlier, access to the Convent is primarily provided via Clarke Street and St. Heliers Street.

Buses are recommended to drop-off and pick-up from Johnston Street of the south end of Clarke Street. Current operations do not recommended that buses access St Heliers Street given the narrow pavement and limited opportunities to turn around.

3.5 Car Parking

The primary visitor car park, located between St Heliers Street and Johnston Street, provides for approximately 270 car spaces. All day parking is priced at $6 per vehicle.

In the order of 90 additional spaces are available for use by visitors to the site within surrounding on-street parking.

It is understood that parking overspill into the surrounding residential area occurs during periods of peak activity at the Convent.

3.6 Existing Traffic Volumes

In order to understand existing traffic conditions at the site and surrounds, traffic volume counts were undertaken on Friday 9th and Saturday 10th November 2012 at the intersections of Clarke Street & Johnston Street, Clarke Street & St Heliers Street and Johnston Street & Computershare Access.

These surveys formed part of a wider survey that sought to collect traffic volume data for the preparation of a microsimulation model of the Johnston Street corridor between the Yarra River and Nicholson Street.

Traffic volume surveys were undertaken on a Saturday to coincide with peak activity associated with the Children's Farm and the interaction with residual convent traffic. Similarly, it is understood that convent

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activity on a Friday is greater than that experienced Monday to Thursday (although less than Saturday and Sunday) and as such surveys were undertaken on the Friday to capture traffic associated with the beginning of peak weekend activity.

Traffic data provided by the City of Yarra in the form of SCATS data collected over a consecutive 5 week period between August and September 2013 has been sourced to validate to collection of traffic volumes on a Friday.

The SCATS data for the intersection of Johnston Street and Nicholson Street provides the average hourly volumes over the captured 5 week period, these values are summarised in Table 3-1.

Table 3-1 Council SCATS Average Peak Hour Volumes by Day

Period	Monday	Tuesday	Wednesday	Thursday	Friday
AM Peak Hour	2,388	2,464	2,451	2,414	2,345
PM Peak Hour	1,883	1,971	1,919	1,909	1,944

Review of Table 3-1 indicates that peak hour volumes are largely comparable between days of the week noting that Monday volumes are generally lower than the other days.

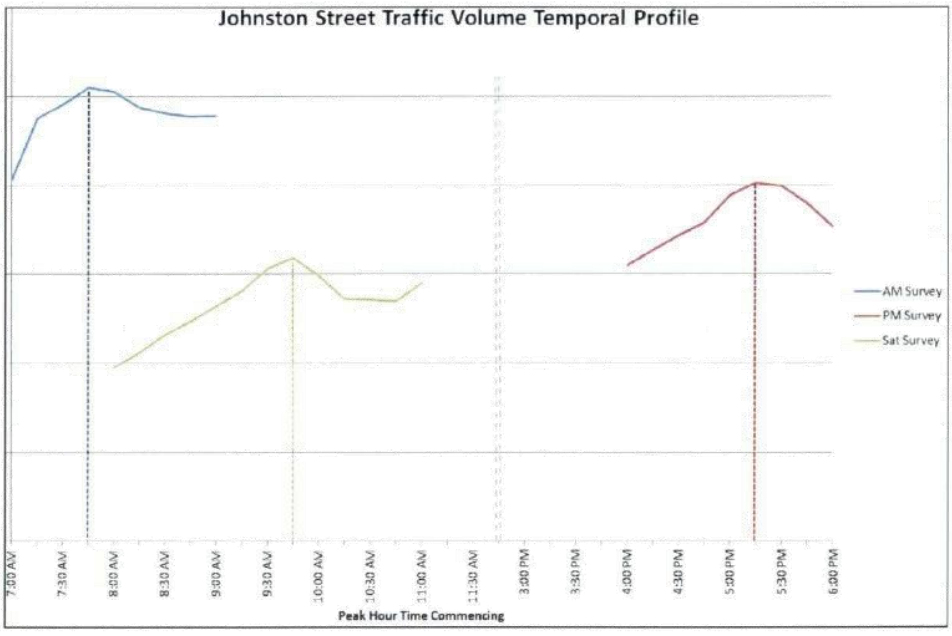
It is noted that the AM peak hour on a Friday is somewhat less than the volumes experienced on Tuesday to Thursday however given the anticipated additional traffic generated by the convent and children's farm on the Friday compared to the Tuesday to Thursday it is considered appropriate to adopt the Friday data.

In light of the above, analysis of the wider survey data revealed that the network peak hours (not individual intersection peak hours) occurred at:

- Friday AM Peak Hour: 7.45am - 8.45am
- Friday PM Peak Hour: 5.15pm – 6.15pm
- Saturday: 9.45am – 10.45am

The Johnston Street traffic volume temporal profile defining the peak hours is illustrated in Figure 3-4.

Figure 3-4 Johnston Street Traffic Volume Temporal Profile



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The above peak hours have been adopted for the preparation of this assessment to ensure consistent assessment periods are maintained. Individual turning movement peak hour traffic volumes in the vicinity of the site are shown below in Figure 3-5.

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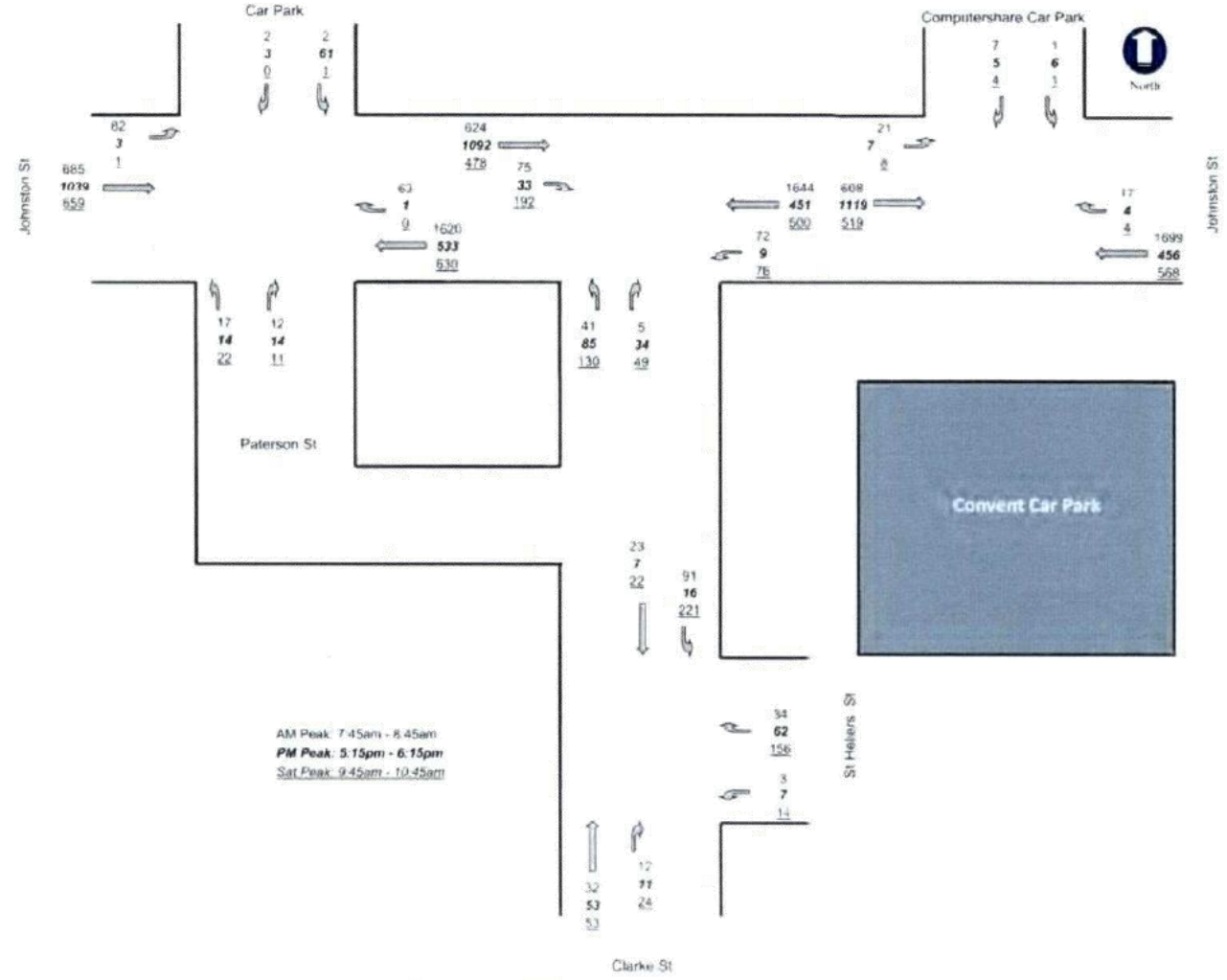
Figure 3-5 Existing Peak Hour Traffic Volumes (Fri 9th & Sat 10th November 2012)



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Traffic movements into and out of the Convent and Children's Farm site are limited to movements into and out of St. Heliers Street. As such, the traffic flows into and out of the Convent are presented in Table 3-2.

Table 3-2 Surveyed Existing Convent Traffic

Component	Existing Convent Traffic		
	In	Out	Total
AM Peak Hour	103	37	**140**
PM Peak Hour	27	69	**96**
Weekend Peak Hour	245	170	**415**

Based on the above, it can be concluded that the Convent and Children's Farm sites generates 140 and 96 traffic movements during the weekday AM and PM network peak hours respectively and 415 movements during the Saturday peak hour.

3.7 Accident Data

VicRoads' Crash Stats data has been reviewed for the Johnston Street and Clarke Street intersection for the five year period ending 31st December 2012.

Over this period there were a total of 6 crashes recorded, including 2 serious injury crashes.

It is noted that a high proportion of crashes in the study area involved cyclists, pedestrian and motorcyclists.

There was 1 crash which involved collisions between a vehicle and a pedestrian in the study area and 3 crashes which involved cyclists. Many of these cyclist crashes involved cars either turning or changing lanes without noticing a cyclist.

The crashes recorded generally occurred during road network peak periods and on varying days of the week, in varying road, weather and light conditions.

3.7.1 Cars and Motorcycles

Of the 2 crashes involving cars and motor cycles, 1 of them resulted in serious injury. The crashes were comprised of:

- 1 motorcycle colliding with the rear end of a stationary vehicle in the same lane (DCA 130); and
- 1 car colliding with the rear end of a stationary car in the same lane (DCA 130).

A review of Restricted Crash Stats police notes and summaries indicates the following.

The motorcycle rear end accident occurred when the motorcycle traveling east on Johnston Street collided with the rear of a stationary vehicle preparing to turn right into Clarke Street. The accident occurred during a weekday PM peak hour during dry and clear conditions.

The remaining accident occurred when a vehicle travelling west on Johnston Street collided with the rear of a stationary vehicle on Johnston Street. The accident occurred during a weekday PM peak hour during dry and clear conditions.

3.7.2 Pedestrians

The recorded pedestrian accident resulted in a serious injury to the pedestrian when they were hit on the near side by a vehicle from the right (DCA 100) turning right out of Clarke Street. The pedestrian was crossing the road east of Clarke Street and was not utilising the available pedestrian overpass. The accident occurred in the middle of the day during dry and clear conditions.

3.7.3 Bikes

Of the 3 crashes involving bicycles none resulted in a serious injury. The crashes were comprised of:

- 1 car sideswiping a cyclist travelling west along Johnston Street (DCA 137); and
- 2 cars turning right colliding with bicycles travelling along Johnston Street (DCA 121).

A review of Restricted Crash Stats police notes and summaries indicates the following.

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The side swipe collision occurred when a car travelling west along Johnston Street turned left into Clarke Street colliding with a cyclist who was also west bound on Johnston Street. The accident occurred during a weekday AM peak hour during dry and clear conditions.

The two right through accidents occurred when east bound vehicles turned right from Johnston Street colliding with cyclists travelling west on Johnston Street. Both accidents occurred during a weekday AM peak hour during dry and clear conditions.

3.7.4 Accident Trends

Review of the accident data indicates that half of the recorded accidents in the past 5 years involved cyclists being struck by vehicles turning from Johnston Street indicating that drivers are not aware of cyclists on the road network.

Of the recorded accidents 5 occurred during either the AM or PM weekday peak hours suggesting that accidents in the study area are a function of traffic volumes along Johnston Street.

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4 Site Access Selection

4.1 Access Treatment Options

As part of the selection process to determine an appropriate site access treatment, four alternative options were considered, each contemplating a different combination of signalised and unsignalised intersections in proximity to the site. A breakdown of the available options is listed below;

- Option 1: Trennery Crescent unsignalised, Paterson Street status quo, Clarke Street unsignalised, Convent car park signalised;
- Option 2: Trennery Crescent signalised, Paterson Street status quo, Clarke Street unsignalised, Convent car park signalised;
- Option 3: Trennery Crescent unsignalised, Paterson Street signals removed, Clarke Street unsignalised, Convent car park signalised; and
- Option 4: Trennery Crescent unsignalised, Paterson Street status quo, Clarke Street signalised, Convent car park status quo.

4.1.1 Option 1

Signalisation of the Convent Access/Johnston Street intersection was considered to provide an acceptable design solution by redirecting traffic from the St Heliers and Clarke Street precincts mitigating the congestion, queuing and safety issues along St. Heliers Street.

4.1.2 Option 2

It was considered that installation of traffic signals at Trennery Crescent would have little impact on the ability of vehicles to access the convent site approximately 300 metres to the east of the signals. Furthermore, it was considered that little advantage would be gained from the addition of another set of traffic signals in conjunction with the existing signals at Patterson Street/Computershare Access and those proposed at the Convent Access. It is also considered that new signals at Trennery Crescent may encourage more rat-running and through traffic in local streets. As such, this option and signalisation of Trennery Crescent, was not investigated further.

4.1.3 Option 3

The traffic signals, located at Paterson Street/Computershare Access were understood to be the result of a permit condition imposed on the use of the Yarra Falls complex by Computershare. It was considered that removal of these signals would result in substantial implications from a planning perspective and likely result in significant delays and queues for traffic exiting the Computershare car park. In consideration of this, this option was discarded.

4.1.4 Option 4

This option contemplated retention of access to the convent site through Clarke and St Heliers Streets and signalisation of the Clarke Street/Johnston Street intersection.

It was considered traffic signals would not alleviate traffic congestion and the large number of traffic movements through the Clarke and St Heliers Street that were the initial driver for investigation of alternative access to the Convent site.

Furthermore, significant works have been undertaken by Council within Clarke Street to reduce the number of rat running through the area. It was considered that any signalisation of Clarke Street would reduce the effectiveness of these measures and would present an unsuitable solution from Council's perspective.

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4.2 Access Treatment Selection

In selecting an appropriate access treatment, consideration was also given to the analysis undertaken by HDS in their *Whole of Precinct Traffic and Parking Plan* (March 2011). A number of alternative treatments were considered, including;

- New left-in left-out access from Johnston Street
- New exit directly to Clarke Street
- Signalisation of Johnston Street/Clarke Street intersection
- Signalisation of Johnston Street/New Convent Access
- Signalisation of Johnston Street/New Convent Access and remove St Heliers Street access

Ultimately, through lack of land ownership, functionality and relevance a recommendation was made to provide a new signalised access from Johnston Street which would provide greater exposure for the convent and reduce traffic through Clarke and St Heliers Street significantly.

Based on the above and discussion within Section 4.1, it was considered that Option 1, signalisation of the Convent access on Johnston Street and retention of the existing intersection treatments in the area, would present the most favourable design solution and was hence investigated further.

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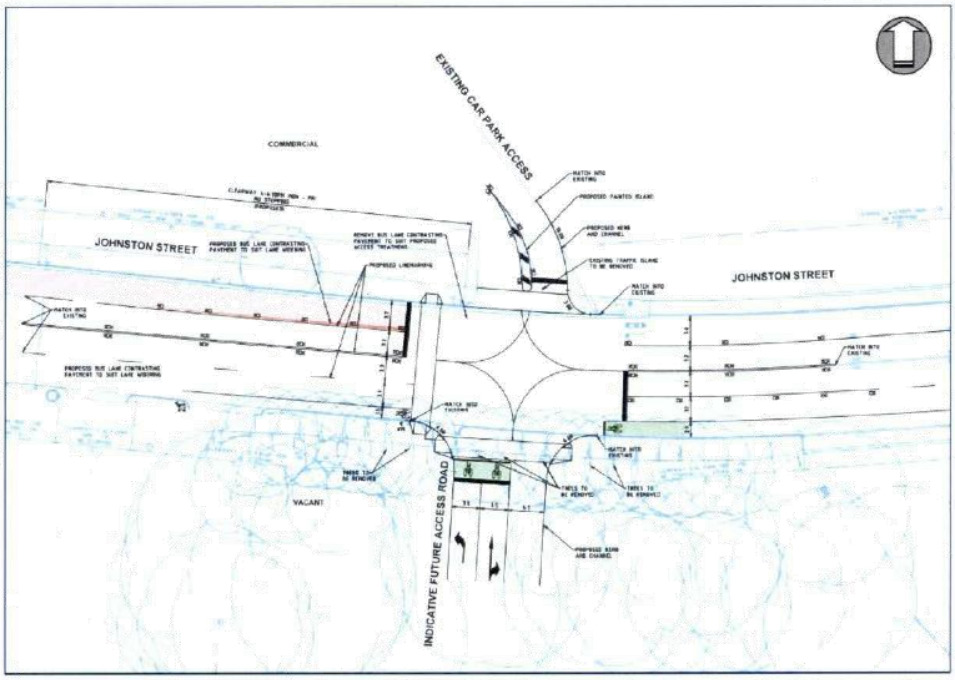
5 Proposed Treatment

5.1 Johnston Street Signalised Intersection

It is proposed to construct a signalised intersection on Johnston Street at the location of the existing car park access to 452 Johnston Street on the north side of the road and the proposed new access to the Abbotsford Convent car park forming a cross intersection. As a result of the proposed new access to the Abbotsford Convent car park, the majority of turning traffic at the Clarke Street / Johnston Street intersection will be relocated to the proposed signalised intersection.

A view of the proposed intersection layout, prepared by Cardno (February 2013) is provided in Figure 5-1 with a large scale plan provided as Appendix A.

Figure 5-1 Proposed Intersection Layout



The signalisation of an intersection is generally considered an appropriate treatment for high volume sites to enable efficient coordination along traffic routes for various road users. The signalisation of an intersection can accommodate priority measures for public transport and provides controlled crossings for pedestrians and cyclists.

Due to the proposed access on the southern kerb of Johnston Street to the planned Abbotsford Convent car park, Council propose that all existing turning traffic accessing the Abbotsford Convent via Clarke Street will be redistributed to the new access location.

Previous work by Cardno has noted a significant number of accidents recorded in the study area relating to vehicles turning from Johnston Street. The proposed signalised intersection is intended to provide some level of control to these movements.

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The proposed signalised intersection treatment comprises:

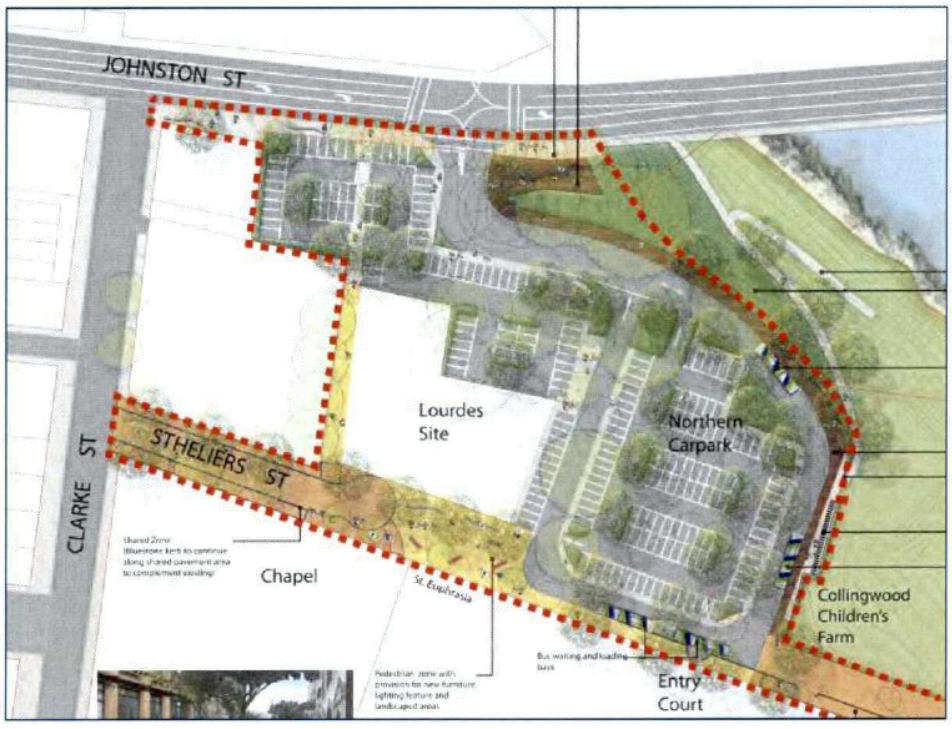
- Creation of a new two-way, 3 lane access, including kerb works, from the southern kerb of Johnston Street to the planned Abbotsford Convent car park;
- Signalisation of the resulting cross intersection with the existing car park entry to 452 Johnston Street providing fully directional access;
- Modification of the existing car park entry to 452 Johnston Street via the removal of an existing raised central median and replacing with chevron line marking;
- Introduction of bicycle jump start boxes and painted green bicycle lanes on the southern and eastern approaches;
- Line marking of the intersection to reflect traffic signal operations, bicycle lanes and pedestrian crossings; and;
- Removal of existing temporary bus stop.

5.2 Clarke Street / St. Helier Street Reconfiguration

As part of the plan to signalise Johnston Street and the convent car park, it is proposed to reconfigure Clarke Street and St. Heliers Street. As demonstrated in Figure 5-2 below, prepared by City of Yarra (June 2011) St. Heliers Street is to be retained as a "shared zone" terminating in a court-bowl arrangement at the rear of the Lourdes facility. As such, it is envisaged that all vehicles accessing the Convent precinct, including the Children's Farm and Steiner School will utilise the Johnston Street signals.

With respect to the SOGS Aged Care, Melbourne University early Learning Centre and the Hospitality Training venue, it is understood no changes to access will occur.

Figure 5-2 Precinct Reconfiguration Concept Layout



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The closure of St Heliers Street will result in a redistribution of existing traffic with traffic currently utilising St Heliers Street using the future signalised intersection with Johnston Street. The redestributed volumes are presented as Figure 5-3 with movements entering and exiting the convent car park being distributed as per existing conditions at Clarke Street and Johnston Street.

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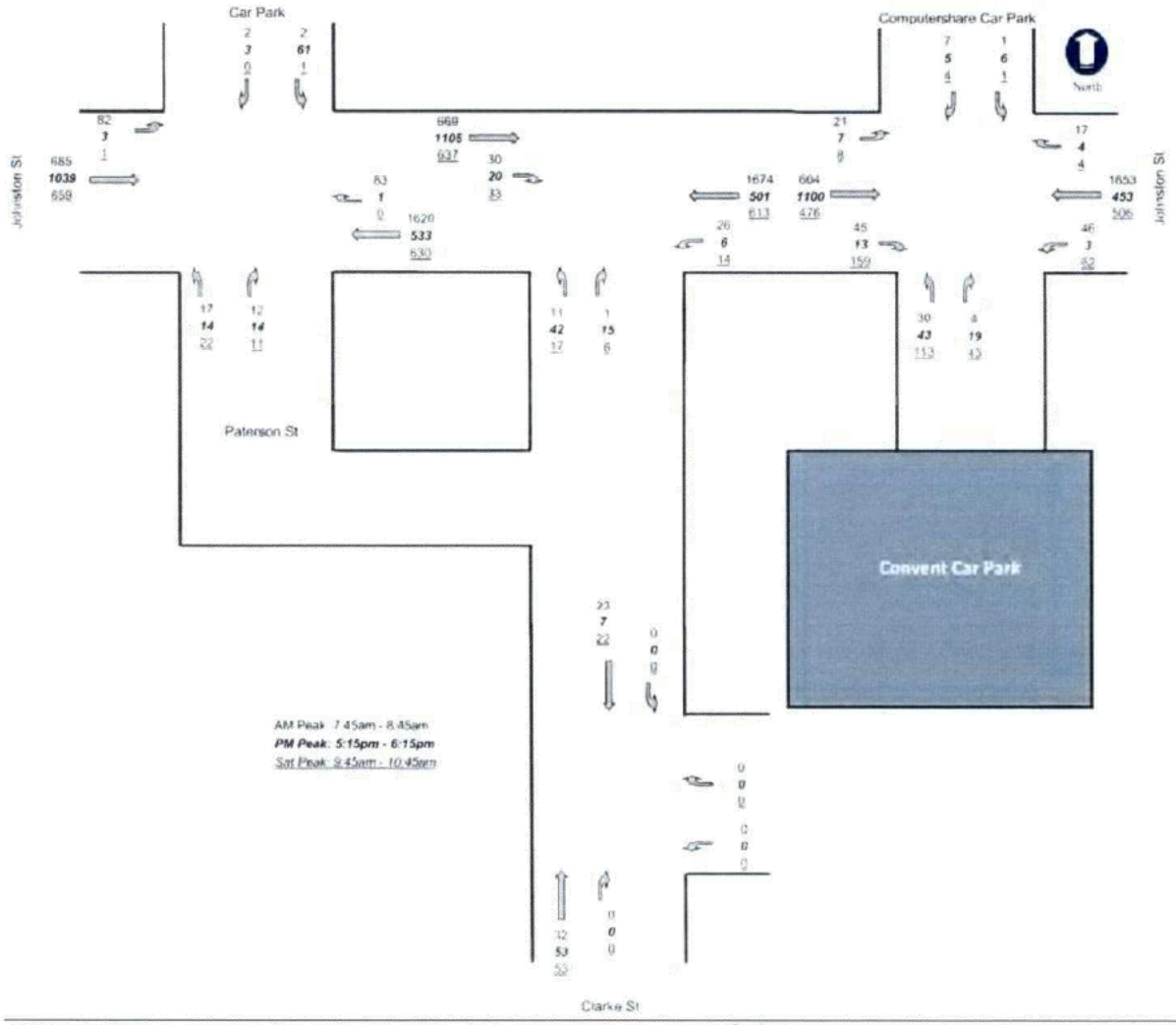
Figure 5-3 Johnston Street Redistributed Existing Volumes



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6 Traffic Considerations

6.1 Abbotsford Convent Precinct Traffic Generation

6.1.1 Abbotsford Convent Growth

A variety of reports have been prepared for the Abbotsford Convent precinct in recent years on behalf of the City of Yarra and have identified utilised and vacant floor areas as well as visitation patterns.

A review of these reports indicates that the Convent currently leases approximately 5,674sqm to a variety of art style tenants with another 4,820sqm anticipated to become available in the coming years as buildings are renovated and refurbished.

The convent has a strong leasing policy to support the growth of an arts community in the area and therefore the additional 4,820sqm of floor area anticipated to become available in the coming years is likely to comprise a similar mixture of tenants to that already occupying the site.

Review of annual and weekly visitation data indicates that between Monday and Friday the Convent attracts approximately 95% of activity to the site with the remaining 5% associated with the Children's Farm.

Application of the above to the existing volumes accessing the site equates to the allocation of traffic as summarised in Table 6-1.

Table 6-1 Allocation of Weekday Traffic to Convent and Children's Farm Uses

Component	AM Peak Hour			PM Peak Hour		
	Convent	Children's Farm	Total	Convent	Children's Farm	Total
In	98	5	**103**	26	1	**27**
Out	35	2	**37**	65	4	**69**
Total	133	7	**140**	91	5	**96**

When considering the existing floor area of 5,674sqm and the volumes identified in Table 6-1 the Convent currently generates traffic at the rates of 2.34 trips/100sqm of floor area in the AM peak hour and 1.6 trips/100sqm of floor area in the PM peak hour.

Similarly when reviewing annual and weekly visitation data for a Saturday the Convent attracts approximately 63% of activity to the site with the remaining 37% associated with the Children's Farm.

Application of the above to the existing volumes accessing the site equates to the allocation of traffic as summarised in Table 6-2.

Table 6-2 Allocation of Saturday Traffic to Convent and Children's Farm Uses

Component	Sat Peak Hour		
	Convent	Children's Farm	Total
In	154	91	**245**
Out	107	63	**170**
Total	261	154	**415**

When considering the existing floor area of 5,674sqm and the volumes identified in Table 6-2 the Convent generates traffic at a rate of 4.61 trips/100sqm of floor area.

As noted previously approximately 4,820sqm of convent floor area is currently under renovation and will be made available for future uses. Application of the above derived traffic generation rates to the floor area anticipated to be available in the future results in the traffic generation summarised in Table 6-3.

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Table 6-3 Future Convent Traffic Generation

Period	Floor Area	Traffic Generation Rate	Generated Traffic - Total	Generated Traffic - In	Generated Traffic - Out
AM Peak Hour	4,820sqm	2.34 trips/100sqm	**113 trips**	83	30
PM Peak Hour		1.60 trips/100sqm	**77 trips**	22	56
Weekend Peak Hour		4.61 trips/100sqm	**222 trips**	131	91

It is worth noting that the traffic generation identified in Table 6-3 is a conservative assessment as tenants of the Convent are of similar uses and visitors of one tenant are likely to visit other tenants in the complex resulting in a series of linked trips and consequently a lower traffic generation rate.

Notwithstanding the above and to provide a robust assessment of Convent traffic generation the derived rates have been uniformly applied to the additional floor area.

6.1.2 Lourdes Site

The Lourdes site adjacent to the Convent car park has been set aside by the City of Yarra for use as a Child Care facility. Current plans indicate the facility will offer child care for up to 92 children with additional services for Maternal and Child Health offered on-site.

The planning application for the above use has been approved. It is anticipated construction will begin shortly.

A traffic and transport assessment of the proposed facility prepared by GTA Consultants in December 2011 indicates projected car parking demand for 34 spaces comprising short term demand for 20 spaces and long term demand for 14 spaces. It was further estimated that the site would generate traffic as reproduced in Table 6-4. Traffic is assumed to be evenly distributed between inbound and outbound movements.

Table 6-4 Ultimate Lourdes Facility Traffic

Component	AM		PM		Weekend	
	IN	OUT	IN	OUT	IN	OUT
Lourdes Facility	51	50	52	52	0	0

6.1.3 Sophia Mundi Steiner School

In September 2011, application was lodged with the City of Yarra for expansion of the Steiner School to provide four new classrooms on-site. The planning application was approved during December 2011 and the new buildings were subsequently constructed in early 2012.

The school offers all years of study from Prep to Year 12 and as it is understood that no further growth in enrolment or staff numbers are proposed at this point in time.

The school was fully constructed at the time of the traffic volume surveys and as such traffic associated with the Sophia Mundi Steiner School has already been captured.

6.1.4 Good Shepherd Chapel

The Chapel is likely to experience growth in use as a wedding and event venue. The resultant peak traffic and parking generation is likely to be generated on weekends, typically during mid-late afternoons outside the peak period for weekend market activities at the Convent site.

Given this, it is not expected that traffic generated by the Chapel use will impact on the commuter peak operations of Johnston Street.

6.1.5 Good Shepherd Nursing Home

It is understood the nursing home has plans for refurbishment works, however these works do not include additional beds or staff numbers on-site. As such, no additional traffic is expected to be generated.

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6.1.6 Collingwood Children's Farm

It has been advised that additional patronage cannot be accommodated on the Children's Farm site without significantly detracting from the nature and appearance of the facility. As such it is understood that there are no future development plans for the Children's Farm and therefore it is not anticipated that any additional traffic or parking demand will be generated by operations at the farm.

6.1.7 Computershare

It is understood that no expansion of the Computershare operations are proposed at this point in time.

6.1.8 VIT Hospitality School

The VIT Hospitality School operates a cafe providing students with real world culinary experiences. Cardno have been advised that although a Planning Application has been lodged for a new driveway and excavation for a new car park in association with an increase of 25 patrons the application is yet to be approved.

As the status of the proposed works is unclear they have been excluded from this assessment. It is worth noting that should the Application be approved it is unlikely to have any material impact on traffic generation during the AM or PM peak periods. Typically during the AM peak periods such uses generate activity from the immediate area and generally do not attract traffic in their own right, rather they capture customers already in the area. The cafe closes at 4pm and therefore there would be no additional traffic impact during the PM peak period.

It is therefore assumed that traffic growth at the VIT site will be indiscernible during the peak hours.

6.1.9 Summary

Based on the forgoing, it can be concluded that traffic growth at the convent will result in an additional 214 movements during the AM weekday peak, 183 movements during the weekday PM peak and an additional 222 trips during the weekend peak as summarised in Table 6-5.

Table 6-5 Ultimate Traffic

Component	AM			PM			Weekend		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Convent & Children's Farm Traffic	103	37	**140**	27	69	**96**	245	170	**415**
Future Convent Traffic	83	30	**113**	22	55	**77**	133	89	**222**
Lourdes Facility	51	50	**101**	53	53	**106**	0	0	**0**
Total	***237***	***117***	***354***	***102***	***177***	***279***	***378***	***259***	***637***

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6.2 Johnston Street Traffic Growth

Johnston Street operates as an arterial route and provides one of the few east-west connections into central Melbourne. Given this, a high proportion of the volumes carried by it are within the commuter peaks, with much smaller volumes observed outside peak hours.

Traffic volume data sourced from VicRoads for Johnston Street at the subject site frontage indicates growth along Johnston Street between 2008 and 2010 is minimal with variation between data within the bounds of daily variability. Daily traffic volumes in the order of 16,400 vehicles were observed. Traffic volumes are not expected to increase significantly in the future which has been confirmed by VicRoads at a meeting on 18 December 2013.

Based on the forgoing it is expected that Johnston Street will continue to operate with daily traffic in the order of 16,400 vehicles for the foreseeable future.

6.3 Traffic Distribution

It has been confirmed by Council that all traffic accessing the Convent, Children's Farm and Lourdes child care centre will access the site from the proposed Johnston Street signals. The volumes entering and exiting the proposed signals have been distributed based on the existing distribution patterns experienced at Clarke Street. The distribution of the generated volumes is provided as Figure 6-1 with these volumes superimposed on existing volumes to represent post development conditions in Figure 6-2.

In the wider context of the road network the additional traffic volumes are anticipated to be distributed generally in line with the existing volumes and prevailing traffic conditions.

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Figure 6-1 Distribution of Generated Traffic Volumes

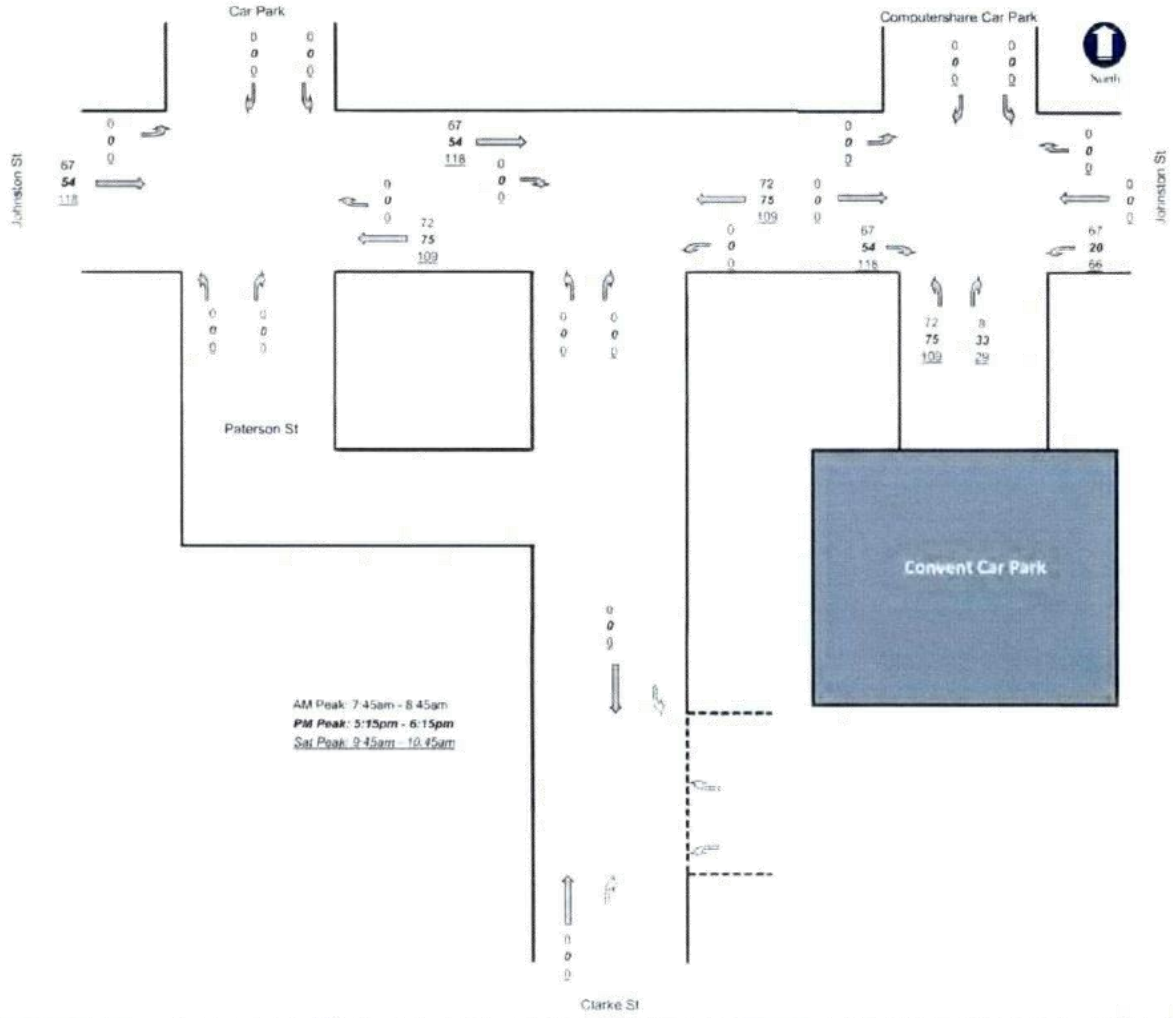

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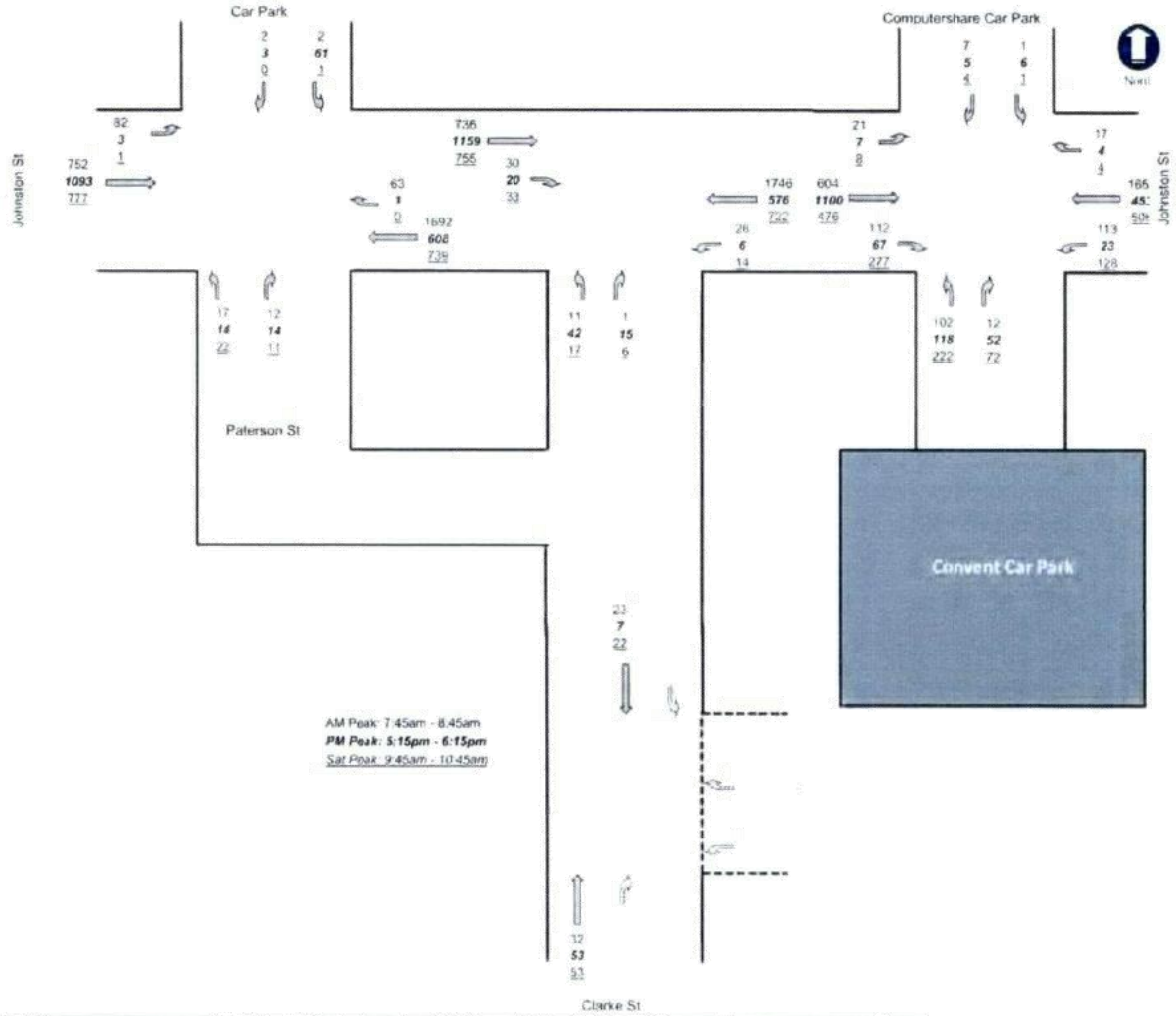
Figure 6-2 Post Development Traffic Volumes



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7 Conclusion

Based on the forgoing, it can be concluded that:

- It is proposed to create a new site access and signalised intersection between Johnston Street and the Abbotsford Convent;
- The Convent is estimated to be generating in the order of 140 and 96 traffic movements during the weekday AM and PM peaks respectively
- The Convent is currently understood occupy 5,674sqm of floor area with an additional 4,820sqm of floor area to be developed over the coming years;
- Based on traffic volume surveys the Convent currently generates traffic at the rate of 2.34 trips/100sqm during the AM peak hour, 1.60 trips/100sqm in the PM peak hour and 4.61 trips/100sqm on a Saturday;
- Application of the existing traffic generation rates to the additional floor area equates to an additional 113 movements during the AM weekday peak, 77 movements during the weekday PM peak and 222 movements during a weekend peak;
- Development of a Child Care centre at the Lourdes facility is expected to generate 101 and 104 traffic movements during the AM and PM peaks respectively.
- No further increases in traffic were projected from the site or along Johnston Street at the site frontage;
- It is intended that the proposed signals and associated reconfiguration of St Heliers Street will result in all traffic utilising the proposed signals to Johnston Street; and
- Total post development additional traffic is anticipated to comprise an additional 214 movements during the AM weekday peak, 183 movements during the PM weekday peak and 222 movements during a Saturday peak.

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

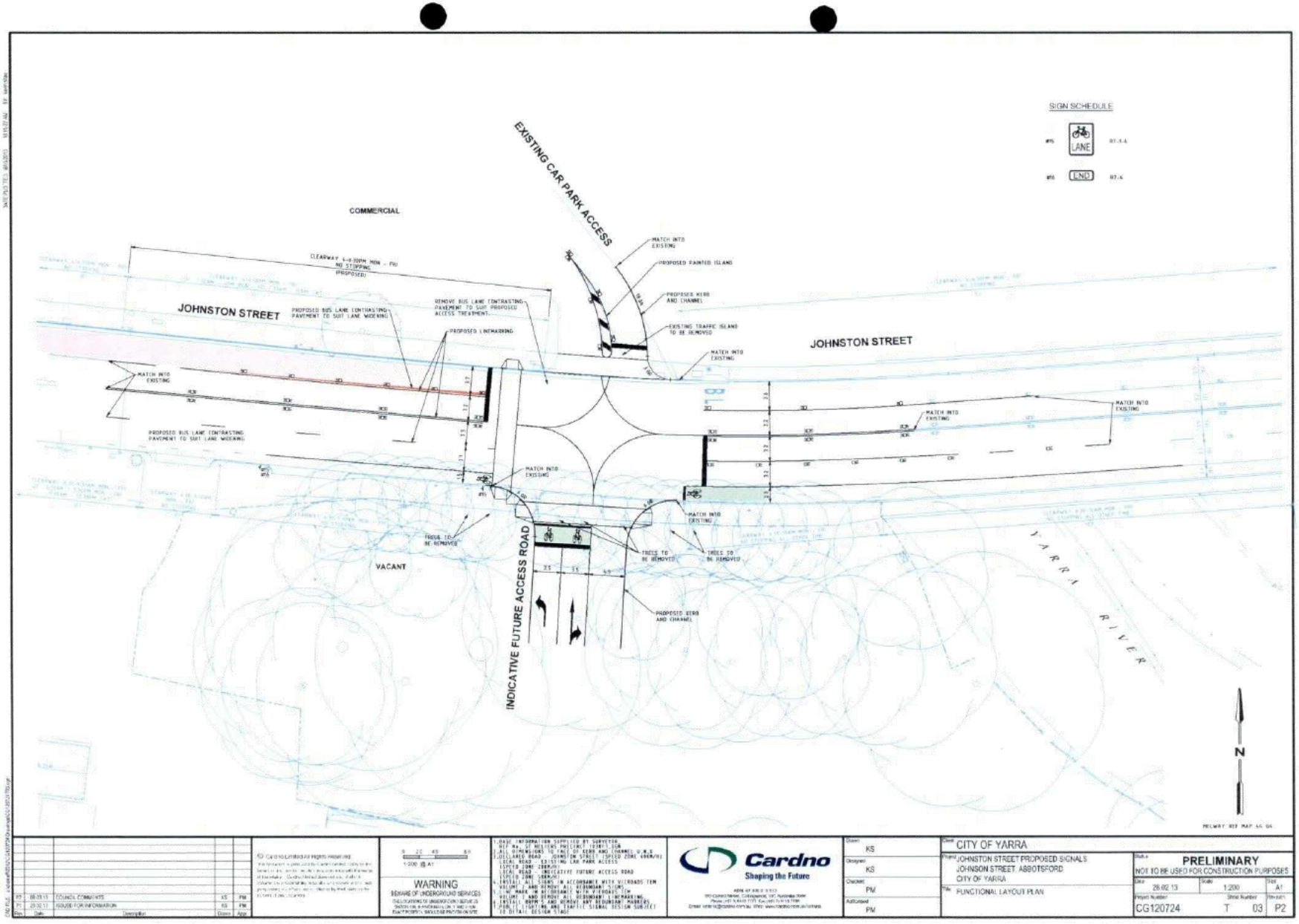
Abbotsford Convent Traffic Signals

APPENDIX A

PROPOSED SIGNALISED INTERSECTION PLANS

Cardno
Shaping the Future

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report



Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Appendix C

Response to VicRoads Memo - Cardno

Appendix C

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Memo

Cardno
Shaping the Future

Project No: CG120724 **Date:** 18 March 2014

Project: Johnson Street: Nicholson Street to Convent Carpark – Existing Conditions

Subject: Response to VicRoads RFI

To: Jason Stakic	**Company:** VicRoads Metro NW	**Email/Fax:** Jason.Stakic@roads.vic.gov.au
From: John-Paul Maina	**Phone:** 8415 7590	**Email:** Johnpaul.maina@cardno.com.au

CC	Attention	Company	Email/Fax
☒	Mizanur Rahman	Yarra City Council	Mizanur.Rahman@yarracity.vic.gov.au
☒	Mohsin Sarker	VicRoads Metro NW	Mohsin.Sarker@roads.vic.gov.au
☐			
☐			

☐ Urgent ☐ For your review ☐ Reply ASAP ☐ Please comment ☐ Original in mail

Attachments: ☒ ☐

We refer to your email correspondence dated February 26th 2014 in which a number of items were raised regarding the microsimulation report prepared for the abovementioned project.

We have reviewed these concerns and provide below our response to each item raised:

1. *It is noted that traffic data used in the microsimulation model were collected on different days (i.e. traffic volume data was collected on Friday 9 November 2012 and Saturday 12 November 2012, travel time data was collected on 22 June 2013, queue length data was collected on 24 June 2013, signal data (IDM) was collected on 12-14 February 2013). In future, it is highly desirable that all data be collected on the same day to ensure high level of confidence in the base model calibration and validation results.*

   Noted. In future every effort will be made to ensure that data collection is synchronised.

2. While absent from the report, we believe that the following information is readily available and should be included in the report:

- It is unclear whether the pedestrian data is input at the signalised intersections. Pedestrian demand may have significant impact on the signal timing depending on the vehicular volume at an intersection.

  Due to the lack of pedestrian data, no pedestrian volumes have been input into the model.

  Notwithstanding this shortcoming, consideration has been given to pedestrians at all intersections as follows:

  > Whilst the model has been developed using actuated signal controls, a fixed phase has been deployed for phases where pedestrians are likely, but are at risk of not being allocated any time and or insufficient time.

    These particular phases are called at each cycle at a value that would allow for adequate pedestrian walk time and clearance time.

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- It is unclear whether traffic data is input at 15 minutes intervals or one hour intervals.

  Traffic data has been input over a one hour interval.

  Notably, the traffic flows collected during the survey shows that volumes were generally uniform for each of the 15 minute periods that comprise the peak hour.

  Consequently a uniform distribution has been adopted in our model.

- The report should include information relating to signal phase timing (i.e. minimum, maximum), signal cycles, signal/phase setting parameters, time set for pedestrian crossings when demanded (i.e. walk time, clearance times) as well as signal logic for each of the signalised intersections.

  Section 2.3.4 of the accompanying report set outs the traffic signal parameters used in the model for the two signalised intersections.

- The report should include comparison tables showing the IDM and modelled average phase timing data.

  Following discussion with the microsimulation model developers, we can advise that Aimsun 7 does not have the capability to generate model average phase timing data.

  It is understood that this feature will be made available in future version of the program.

  Notwithstanding the above, and as summarised in the accompanying report, all other calibration criteria as prescribed in the Austroads Research Report "*The use and application of microsimulation traffic models*" have been considered and meet.

  Furthermore and as correctly noted earlier, the data sets, including the IDM data provided by VicRoads are not synchronised. Consequently, there are limitations to our ability to calibrate the model to the n^{th} degree.

  We are therefore confident that in this instance, and despite the absence of the modelled average phase timing data, that the existing conditions model is adequately calibrated and can satisfactorily serve as an appropriate model for future scenario assessments.

- It is unclear whether maximum or average queues are represented in Figures 3-3, 3-4, 3-5, 3-6, 3-7 and 3-8.

  - Also, please provide more information on the methodology of collecting queue length data (e.g. which vehicle is considered queued vehicle, data collection interval, etc). Is the queue data collection methodology and the queue definition in Aimsun Software consistent? Surveyed queue length data could be included as an appendix.

  Anecdotal observations of queues lengths were undertaken in conjunction with the travel time surveys mentioned earlier in this report on Saturday 22nd June 2013, between 9:30am – 11:00am and Monday 26th June 2013 between 7:15am – 9:15am and 5:00pm – 6:30pm along the key routes identified in Figure 3-2 of the accompanying report.

  These observations represent the maximum stopped queues experienced by Cardno staff along the corridor whilst they undertook the travel time surveys. This definition of the queue is consistent with the queue definition in the Aimsun software.

  Importantly, and with regards to the importance of queue data, The Austroads Research Report "*The use and application of microsimulation traffic models*" does not provide any specific model calibration criteria pertaining to queues.

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Instead the report notes that lane distribution of traffic has a significant effect on network delay and that with regards to queues, the model should be calibrated to the modeller's satisfaction.

To this end, the report infers that the appropriateness of the model generated queues can be evaluated by the travel time outputs.

Given the foregoing, we are satisfied with the model generated queues on the basis that the travel times as generated by the model are consistent with site observations and further more have been calibrated to fall within the prescribed range suggested by RTA (NSW).

We trust that the above responses satisfactorily address VicRoads comments. Naturally, should you have any further queries please do not hesitate to contact me.

Regards,

John-Paul Maina

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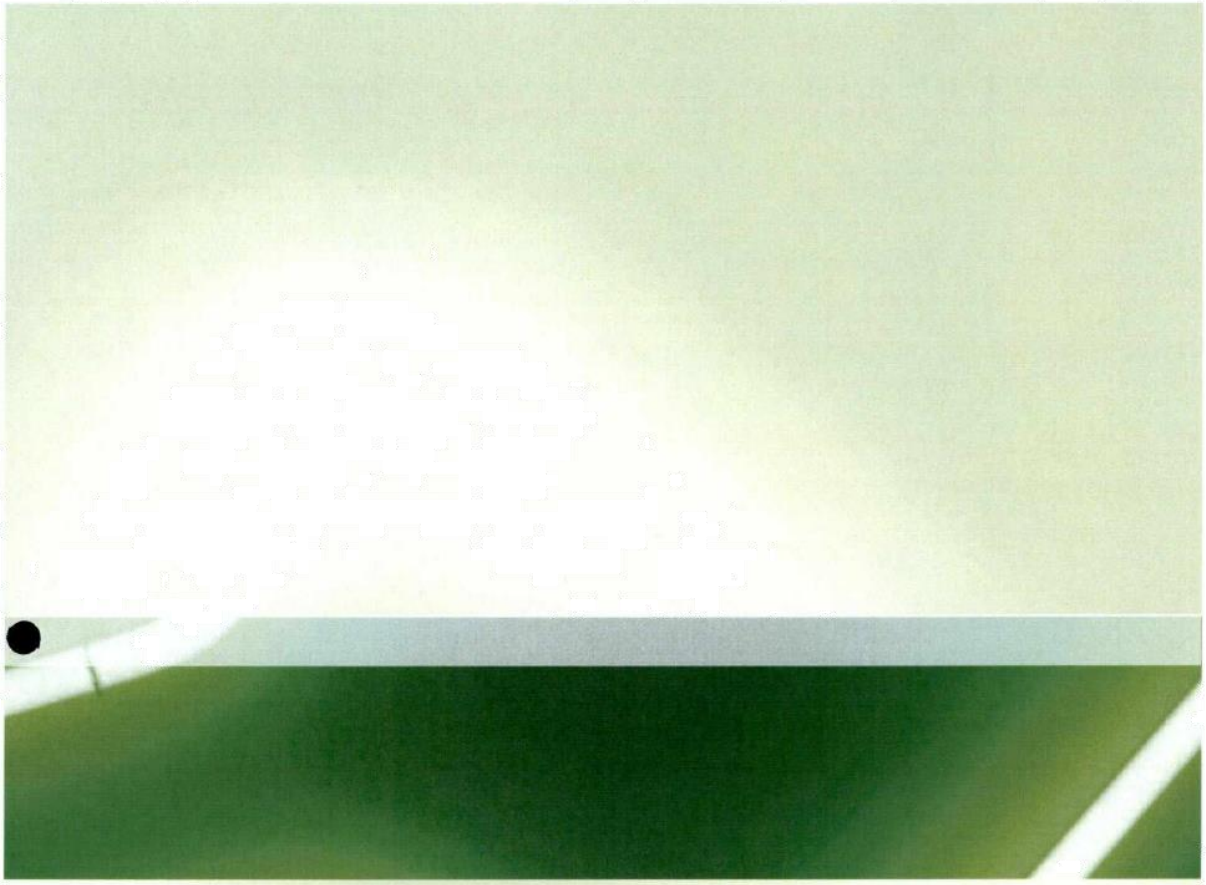

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GTAconsultants

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

MEMORANDUM

Transport Modelling

GTAconsultants

TO: Jelena Wolosz (Department of Transport)

CC: Bryan Li (GTA Consultants)

FROM: Robert Dus (GTA Consultants)

DATE: 17 September 2019

OUR REF: V178480

PAGE 1 OF 6 (plus attachments)

RE: JOHNSTON STREET AND COMPUTERSHARE CAR PARK ACCESS – TRAFFIC MODELLING ASSESSMENT (STAGE 1)

Preamble

It is understood that the Department of Transport Victoria (DOT) are currently preparing a planning permit application for a signalised access point to the Abbotsford Convent carpark from Johnston Street opposite the existing Computershare car park access. GTA Consultants (GTA) previously undertook a microsimulation modelling assessment for Yarra City Council for this site in September 2014 which has been used as the basis for this assessment. As such, any detailed technical information regarding the Aimsun model should refer to the report *Traffic Modelling Analysis: Convent Car Park Access on Johnston Street, Abbotsford – Options Assessment Report, prepared by GTA Consultants, dated 30 September 2014 (Issue A)*. GTA has been engaged by DOT to undertake additional traffic modelling to supplement the planning permit application for Stage 1 works only.

The content of this assessment was summarised in the memorandum *Abbotsford Convent Car Park – Traffic Modelling Assessment, dated 11 September 2019* which utilised the existing Aimsun model to develop a microsimulation of the new proposed car park access and signalised intersection (Stage 2). The modelling assessment for Stage 1 works maintains the proposed traffic signals in Stage 2 but excludes the proposed car park access point to the south.

Figure 1 illustrates the site location and the extents of the microsimulation model prepared in September 2014. As denoted below and in following sections, this assessment focuses only on the performance of proposed signalised intersection.

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Figure 1: Site Location and Model Extent (September 2014)[1]

[1] The additional modelling for DOT, as reported in this memorandum, is based on a microsimulation model of the proposed signalised intersection in isolation only excluding the 'proposed southern intersection leg' for Stage 1.

The tasks involved as part of this assessment include the following:

- Using the existing Aimsun model, develop a stand-alone microsimulation intersection model of the Johnston Street / Car Park Access intersection. This updated model will be without the southern car park access but with the inclusion of a signalised intersection at the location.
- Assess the existing network arrangement at the proposed site in order to assess the impacts of the proposed signalisation.

Traffic Demands

An analysis of background traffic growth was undertaken in the memorandum *Abbotsford Convent Car Park – Traffic Modelling Assessment, dated 11 September 2019* that indicated a decline in the overall traffic from 2014 to 2019. Given this, a conservative approach was taken to retain the 2014 background volume for all modelling.

Stage 1 Design Elements

The concept design for the Stage 1 intersection is provided in Attachment 1 (Stage 1 Design). The key design changes include:

- Removal of 9 parking bays on the northern side of Johnston St
- Removal of 2 CitiPower poles (#18272 and #862376) and the CitiPower LV conductor between them
- Removal of 1 City of Yarra public streetlight and the replacement of another (with 155W VLED aero screen)
- Installation of a new 155W VLED luminaire on 4.5m single spigot bracket
- An electronic GWTP peds sign has also been proposed to help ease safety concerns for pedestrians.

The first four changes are illustrated in greater detail in Attachment 2 Asset Relocation Requirements. The Road Safety Audit is included in Attachment 3.

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

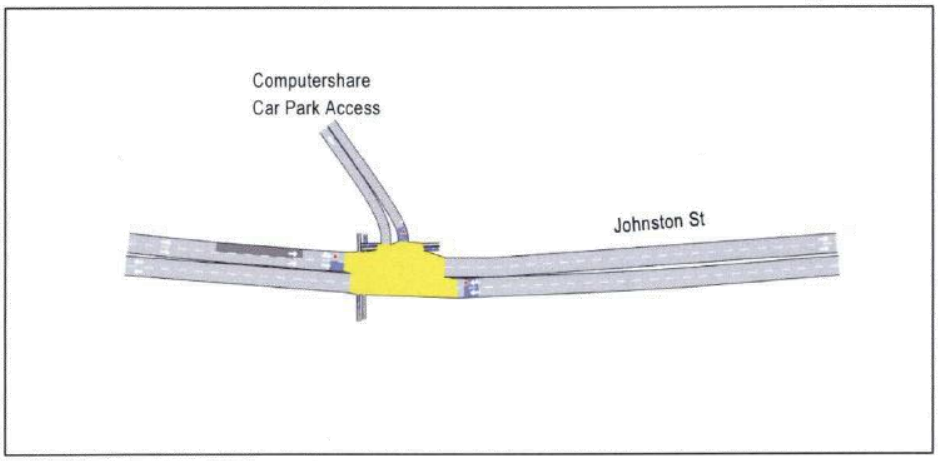
Model Development and Assumptions

Approach

The modelling assessment has been undertaken for the AM, PM and Saturday peak periods. In order to simplify the modelling assessment, the Aimsun model was cropped to only include the intersection of Johnston Street / Computershare car park access / proposed Abbotsford Convent car park access. The layout of the intersection is consistent with the Stage 1 design provided by DOT. The model assumes that traffic coming from the east that was turning into the car park access point will instead travel through the intersection to enter the car park's southern access point via Clarke Street and St Heliers Street. Any traffic coming from the west on Johnston St will not travel through this intersection as it will turn at Clarke Street to enter the car park's southern access point.

The model extents and layout of the option are shown in Figure 2, with a detailed layout plan and traffic signal plan attached to this memorandum.

Figure 2: Aimsun Model Option Layout



Traffic Signals

The signal programming assumed in the AM, PM and Saturday peak periods at the intersection of Johnston Street and the Computershare car park access is outlined in Table 1.

Table 1: Signal Programming at Johnston Street / Computershare Car Park / Abbotsford Convent Car Park

Cycle Time	Phase	Recall Type[1] AM (PM) {Sat}	Min (s) AM (PM) {Sat}	Max (s) AM (PM) {Sat}	Extension per Actuation (s)
160	A → ←	Coordinated	136 (66) {66}	136 (145) {137}[2]	2
	B	Max (Min) [Min]	N/A (15) {24}	24 (36) {52}	2

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Cycle Time	Phase	Recall Type[1] AM (PM) {Sat}	Min (s) AM (PM) {Sat}	Max (s) AM (PM) {Sat}	Extension per Actuation (s)
	↕ ↓				

[1] **Recall Type:**

Coordinated - The coordinated phase will be activated every cycle with the duration to the yield point including any unused time from preceding phases.
Min - The actuated phase will be activated to at least its minimum phase time. Time may be extended up to the max time based on vehicle actuation.
Max - A constant recall which extends to the maximum phase time is applied.

[2] The max phase time of the coordinated phase is also dependent upon the activation of subsequent phases and may vary between cycles.

It must be noted that site observations indicate that Johnston Street experiences congestion outside the study area (intersections downstream to the west) that may cause blocking back issues. This effect and the impact from coordination of adjacent signals has not been included in these models.

Modelled Traffic Volumes

In order to modify the existing option model, the volume entering the Abbotsford car park via the new entry point was distributed to the through movement if coming from the east, and removed if coming from the west due to the location of the southern entry point to the car park. It should be noted that this modelling assessment assumes traffic generation from the existing Abbotsford Convent only and excludes any potential future growth associated with the convent.

Traffic counts undertaken in 2014 were used to determine the traffic distribution on the network. Figure 3 to Figure 5 show the assigned demands for each peak period.

Figure 3: Modelled Demand AM Peak

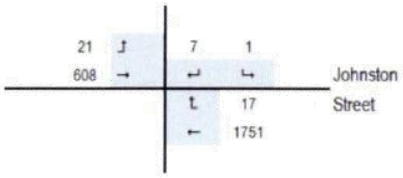


Figure 4: Modelled Demand PM Peak

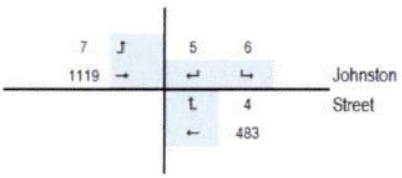
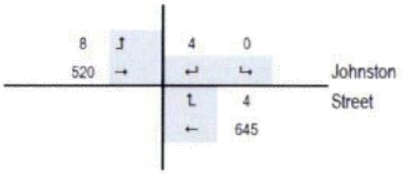


Figure 5: Modelled Demand Saturday Peak



Aimsun Microsimulation Model Results

Network Statistics

Table 2 presents the overall network statistics for entire model extent analysis of the proposed intersection.

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Table 2: Network Statistics

Statistic	Existing Layout			Signalised Option		
	AM	PM	Saturday	AM	PM	Saturday
Average Delay (sec / km)	1	1	0	65	82	71
Average Speed (km/hr)	53.3	53.86	54.11	24.9	21.57	23.22
Total Distance Travelled (km)	529	354	258	531	355	259
Total Travel Time (h)	9.92	6.57	4.76	15.48	9.71	7.15
Latent Demand[1]	0	0	0	0	0	0

[1] Vehicles unable to enter the network at the end of the reporting period.

The network statistics indicate that signalisation of the intersection will increase delay and decrease average speeds for the intersection. This result is expected as the signalisation creates an additional delay for vehicles travelling on Johnston Street which are not present in the existing layout.

No latent demand was observed for any of the periods modelled. Further to this, the impacts on the western approach are likely overestimated in the PM peak as the upstream intersections have not been included in the analysis. As the eastbound movement is the peak direction of travel, traffic movements would be coordinated for this direction of travel, thereby reducing potential delays on this approach and it is therefore considered unlikely that the intersection will impact adjacent sites.

Average Delay / Level of Service (LOS)

Table 3 shows the average delay for each approach at the Johnston Street / Computershare Car Park / Abbotsford Car Park intersection by peak period.

Table 3: Average Delay Johnston Street and Car park Access (s)

Statistic	Existing Layout			Signalised Option		
	AM	PM	Saturday	AM	PM	Saturday
Computershare Car Park Access North	3	3	2	75	81	50
Johnston Street East	0	0	0	7	2	4
Johnston Street West	0	0	0	5	8	6
Intersection (LOS)	**0 (A)**	**0 (A)**	**0 (A)**	**7 (A)**	**7 (A)**	**5 (A)**

The average delay results indicate that the overall intersection delay is within acceptable limits with LOS of A expected for the three peak periods. The Computershare car park access approach is expected to experience the highest delays due to the high cycle times associated with this intersection (160 seconds) and the favouring of Johnston Street as the predominate movement.

With the installation of the traffic signals, delay increases are observed for the Computershare car park access, but these increases are not significant enough to change the overall level of service of the intersection.

In addition, it is noted that the effects of the operating performance along the entire corridor and performance of adjacent intersections have not been considered.

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Conclusion

Based on the above discussion and analysis, the proposed installation of signals at the Johnston Street / Computershare Car Park intersection is expected to operate satisfactorily under Stage 1 conditions. While the modelling assessment is isolated to the intersection only and does not consider the impacts along the corridor, the delays suggest that the signalisation of the intersection would not cause major disruption to the rest of the network. As such, the proposals impact does not have a severe impact on the operation of Johnston Street.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (03) 9851 9600.

Yours sincerely

GTA CONSULTANTS

Robert Dus

Robert Dus
Director

encl.
Attachment 1 – Design
Attachment 2 – Assets Relocation Requirements
Attachment 3 – Road Safety Audit

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

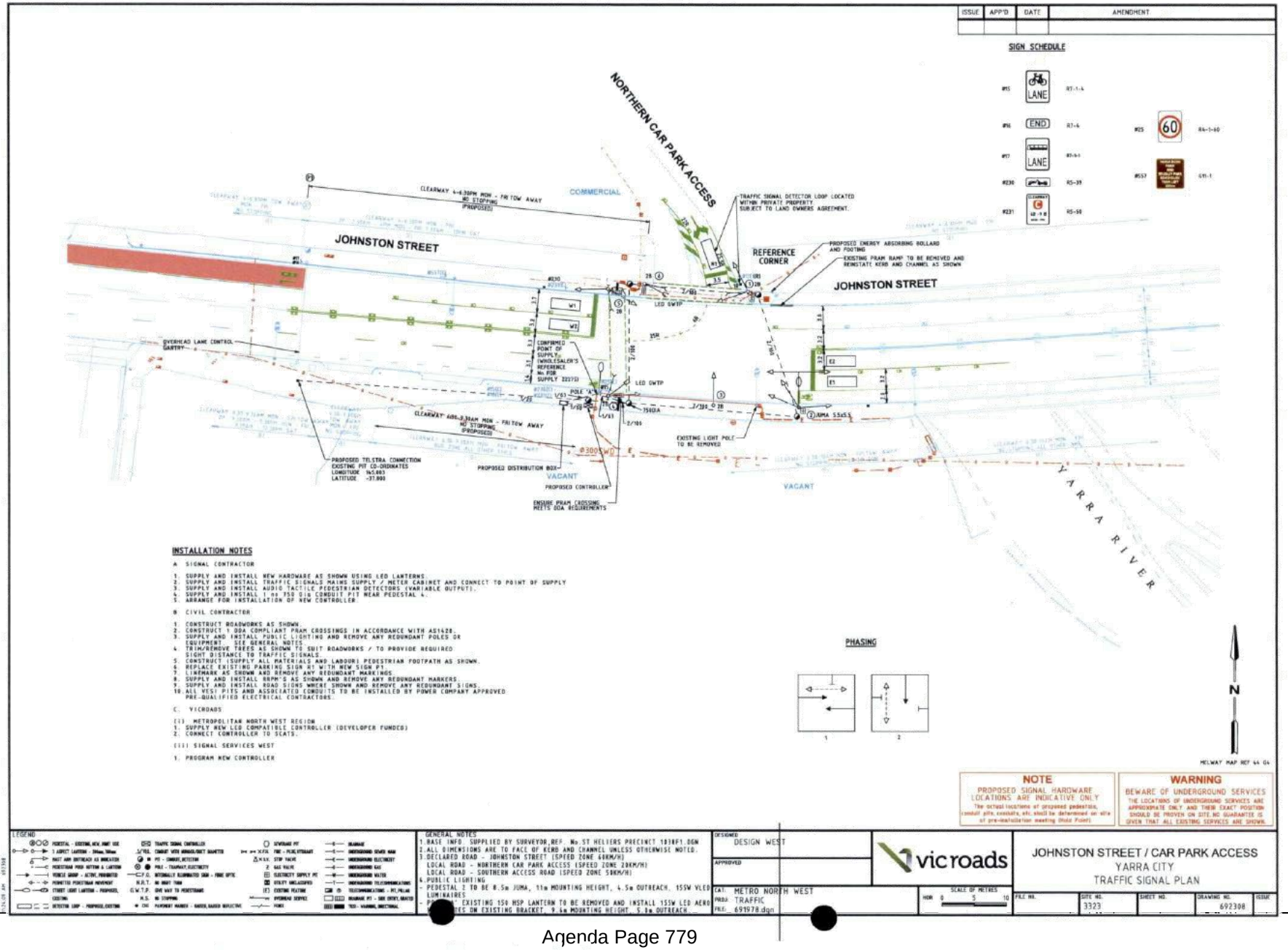
ATTACHMENT 1

Stage 1 Design

GTAconsultants

Memorandum: Johnston STReet and Computershare Car Park Access – Traffic Modelling Assessment (Stage 1)
ID: 190917memo-V178481 _Final.docx

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report



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ATTACHMENT 2

Asset Relocation Requirements

GTAconsultants

Memorandum: Johnston STReet and Computershare Car Park Access – Traffic Modelling Assessment (Stage 1)
ID: 190917memo-V178481 _Final.docx

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

CITIPOWER

Our ref: 307227286

09 August 2019

Powerplant
163 Princes Highway
Hallan, VIC 3803

ATTN: Moh Hoseini

Dear Applicant,

ASSET RELOCATION REQUEST – ROUGH ORDER OF MAGNITUDE: Next to 452 Johnston St Bridge, Abbotsford

In response to your request for relocation of CitiPower's assets, dated 09/07/2019, the following information is provided for your consideration. This advice includes a Rough Order of Magnitude (ROM) cost guide for early planning purposes. This advice is not an offer, or quotation, & should not be relied upon to make binding financial decisions.

CitiPower can provide a specification & design service proposal to investigate the relocation of power assets. If you wish to proceed please complete the acceptance criteria details, indicating a preference for either an overhead or underground design solution & return to AssetRelocations@Powercor.com.au.

Further advice can be obtained on work place safety by making an online application for a No Go Zone site on our website at https://www.citipower.com.au/working-with-us/suppliers/online-permit-applications/.

Chan Ying
Project Delivery Lead

P: (03) 9297 6028
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Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Acknowledgment > Requirements > Design Specifications > Recoverable Works Agreement > Construction delivery

PROJECT DEFINITION

WORKS REQUESTED BY APPLICANT
Relocation of assets for development at:
Next to 452 Johnston St Bridge, Abbotsford

ROUGH ORDER OF MAGNITUDE
Assumptions & indicative costs are made on historical judgement of similar activity for high level planning.

TECHNICAL ASSESSMENT
Class 5 Estimates level of accuracy ± 50 -100%

Potential Overhead Solution:
- Pole installation/ removal, upgrade or mid span pole - $20,000 to $30,000 each.
- Bracket and/or luminaire installation or replacement works - $2,500 - $4,000 each.

Potential Underground Solution:
- New pit installation (exclude joints) - $10,000 to $15,000 each.
- Service joints - $10,000 to $15,000 each.
- Conduit and cabling underground, $2,000 per metre; allow 2m to 5m minimum length.
- Rock allowance uplift undergrounding +50-100% (see map).
- Contaminated soil allowances add $500 per trench metre.
- Soil test allowance of $5,000 for 0-100m of excavation.

Additional Information:
- Reinstatement in CBD (bluestone etc) - $5,000 to $10,000
- Structural change or environment constraints may warrant additional pole upgrades or longer cable routes.
- An avoided maintenance rebate is also applied.
- Alternatively change building structure or work methods to meet required clearances.

Required Information	Class 5
Scope Detail	Rough
Location / Line Route	Rough
Material Specification	None
Construction Constraints	Assumed
System Constraints	Assumed
Site Conditions	Assumed
Milestones	None
Site Visit by Estimator	None

EXCLUSIONS
- Goods & services tax.
- Design certainty.
- Third-party assets.
- Environmental impacts.
- Building compliance requirements.
- Allowance for rock or waste water.
- Contaminated soil disposal ($0-$1,000/t).

APPLICANT RESPONSIBILITES

ENSURE YOUR BUILDING COMPLIES WITH REGULATIONS
You must maintain required clearances between buildings & overhead power lines at all times - buildings that don't comply are a serious safety hazard & are in breach of the law. It's your responsibility to ensure your building complies with regulations well before construction commences.

IT'S UP TO YOU TO CHECK BEFORE YOU BUILD

Regulation 313 of Victoria's *Electricity Safety (Installations) Regulations 2009* sets out specific clearance requirements between structures & overhead power lines, depending on the voltage of the power lines. The regulation states that the required clearance must be maintained at all times, which includes sag & sway in addition to the distances outlined in the regulations.

SAFETY DURING THE CONSTRUCTION PHASE
Regulations apply to the completed building & also during the construction phase. If the worksite is near overhead power lines, No Go Zone safety requirements to achieve worker safety during construction must be followed. To find out more visit the Forms & Publications section at www.vwa.vic.gov.au

- Call *Dial Before You Dig* on 1100 before any excavation.
- Call CitiPower's Network Enquiry Line on 1300 301 101 or Make a **NO GO ZONE** application for a site visit via the CitiPower website http://www.citipower.com.au/
- Allow 6 weeks' notice if safety precautions are required.

THIRD PARTY STAKEHOLDERS
- Applicant to negotiate with the owners of non CitiPower assets for the relocation of any assets affected by the works & payment of any costs associated with such relocations. Non CitiPower assets that are located in the vicinity of works include, but may not be limited to:
  - VicRoads – PH 13 11 71
  - City of Yarra Council – PH (03) 9205 5731 shinkarl@yarracity.vic.gov.au
- Applicant to negotiate with local Council for relocation of public lighting & any required tree clearing & provide consent.
- Applicant to negotiate & arrange all associated works to relocate any overhead services underground including the Registered Electrical Contractor, truck visits & inspections.
- Applicant to negotiate & arrange any tram pole assessments where changes impact on tram assets.

INDICATIVE SPECIFICATION & DESIGN SERVICES FEES
Non-refundable specification & design service fees vary & will be tailored to suit your specific requirements. Indicative costs for overhead & underground designs of up to 100m are shown below.

Overhead Design 0-100m	$5,000 - $10,000 (ex. GST)
Underground Design 0-100m	$10,000 - $20,000 (ex. GST)

TO PROCEED WITH A DESIGN INVESTIGATION
If you would like CitiPower to investigate the requested relocation of assets please provide the following:
- A duly completed & signed Specification & Design Service Request.
- Respond within 60 days or the project request will be closed.

SPECIFICATION & DESIGN SERVICE REQUEST
I acknowledge the advice will vary from the rough order of magnitude provided & request a CitiPower specification & design service agreement to investigate my requirements.

Please initial preferred solution to define requirements & fees.

Overhead Design Investigation	Initial:
Underground Design Investigation	Initial:

Signed: .....

Name: .....

Position: .....

Company: .....
A tax invoice will be issued in this name (unless an individual)

ABN: .....

Address: .....

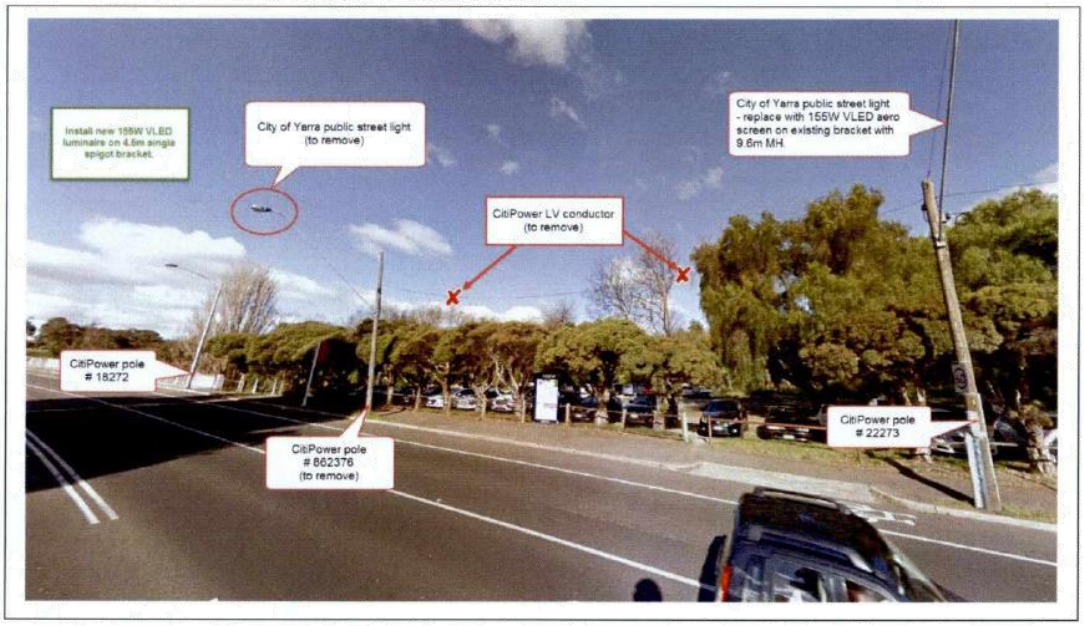
City: ..... Postcode .....

Email: .....

Phone: .....

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Site Assessment – Assets, Voltages & Stakeholders:



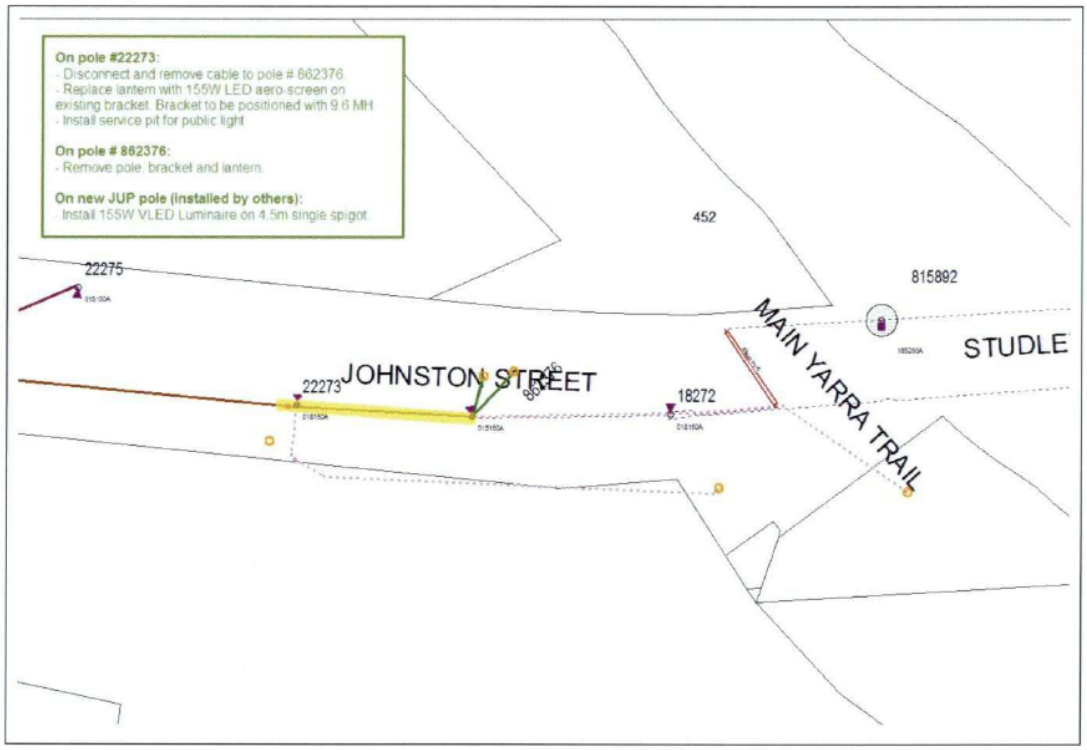
CitiPower Pty ABN 76 064 651 056

35 Rooney St, Burnley • POSTAL ADDRESS: Locked bag 14031, Melbourne VIC 8001

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Acknowledgment > Requirements > Design Specifications > Recoverable Works Agreement > Construction delivery

GIS Mark-up:



Applicant Requested Scope:

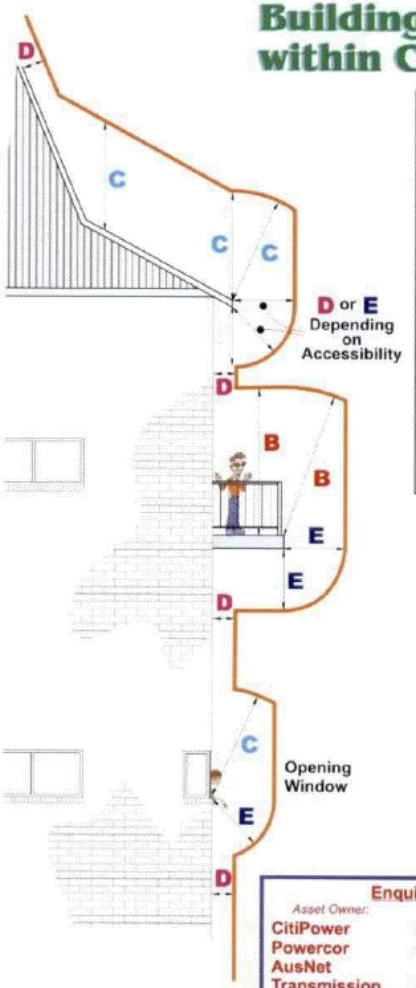
Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Attachment A: Table 313 – Minimum Clearances between Buildings/Structures & Overhead Powerlines

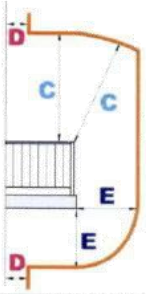
Table 313 - Minimum Clearances between Buildings/Structures and Overhead Powerlines within CitiPower/Powercor Areas

CITIPOWER

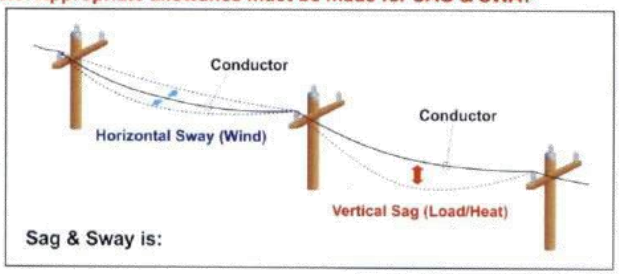
Powercor AUSTRALIA



Note: This inset applies if the height of the railing (or similar) *plus* distance **C** is GREATER than distance **B**



Note: Appropriate allowance must be made for SAG & SWAY



Minimum distances from parts of buildings, structures, scaffolds or posts to aerial lines of relevant installations

ROW A	Alternating current aerial lines Up to 1000V	>1000V up to 33 000V	>33 000V up to 132 000V	>132 000V up to 275 000V
B Vertically above those parts of a building, structure, scaffolding or post normally accessible to persons	3700mm	4600mm	5000mm	6800mm
C Vertically above those parts of a building, structure, scaffolding or post not normally accessible but on which a person can stand	2700mm	3700mm	4600mm	6000mm
D In any directionfrom those parts of a building, structure, scaffolding or post **NOT** normally accessible to persons	600mm	2700mm	3000mm	3700mm
E In any direction from windows, openings and balconies and those parts of a building structure, scaffolding or post **NORMALLY** accessible to persons	1500mm	2700mm	3000mm	4600mm
F In any direction from a footbridge	4600mm	4600mm	4600mm	6800mm
	CitiPower & Powercor			AusNet

The above information is derived from Electricity Safety (Installations) Regulations 2009 S.R. Number 164/2009 PART 3 - Electrical Safety Duties, Division 2 Duties of the Public

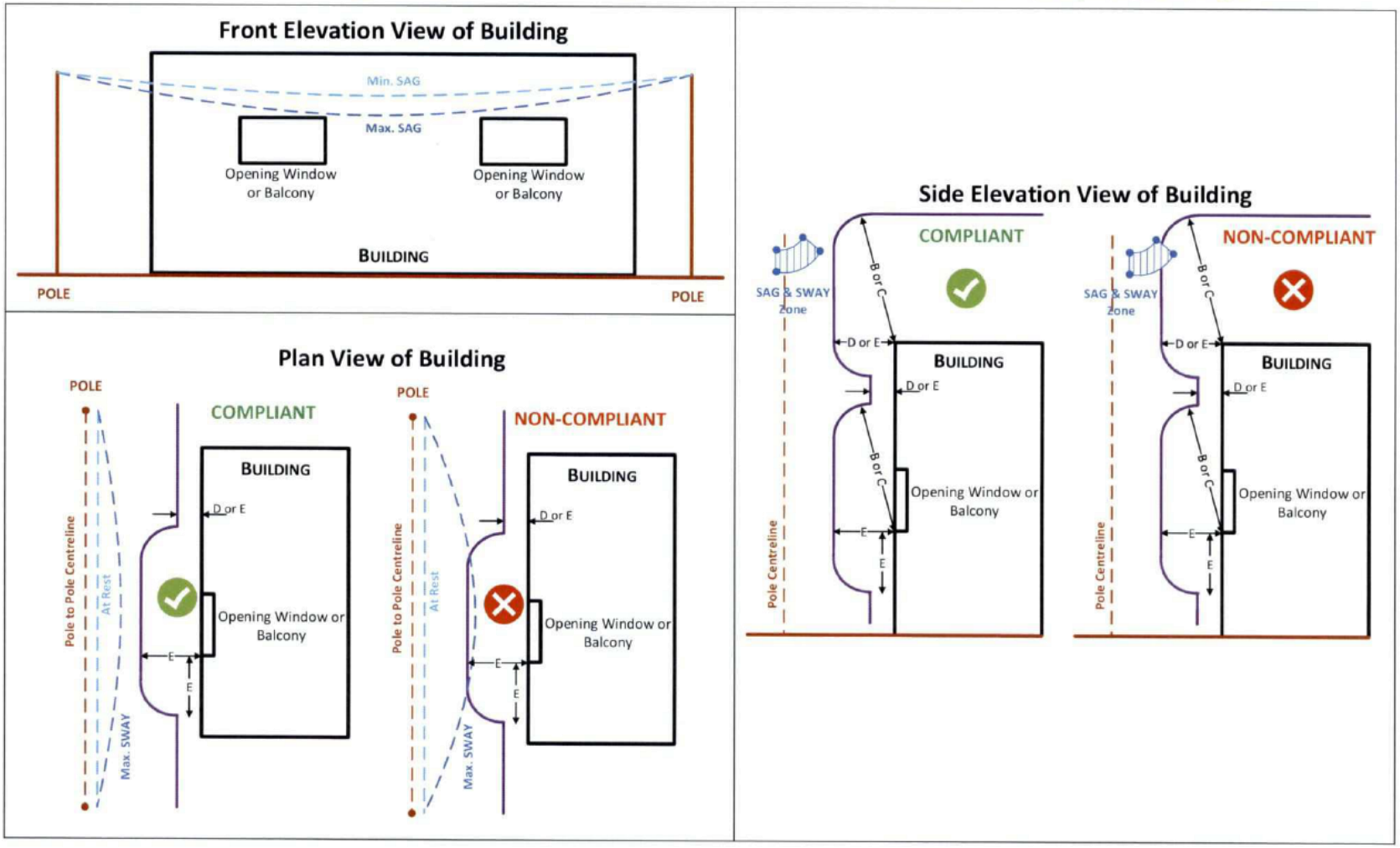
(Table 313 - Minimum distances from parts of buildings, structures, scaffolds or posts to aerial lines of relevant installations)

Enquiries

Asset Owner:	Contact Phone No:
CitiPower	call 13 12 60
Powercor	call 13 22 06
AusNet Transmission	call 1300 360 795

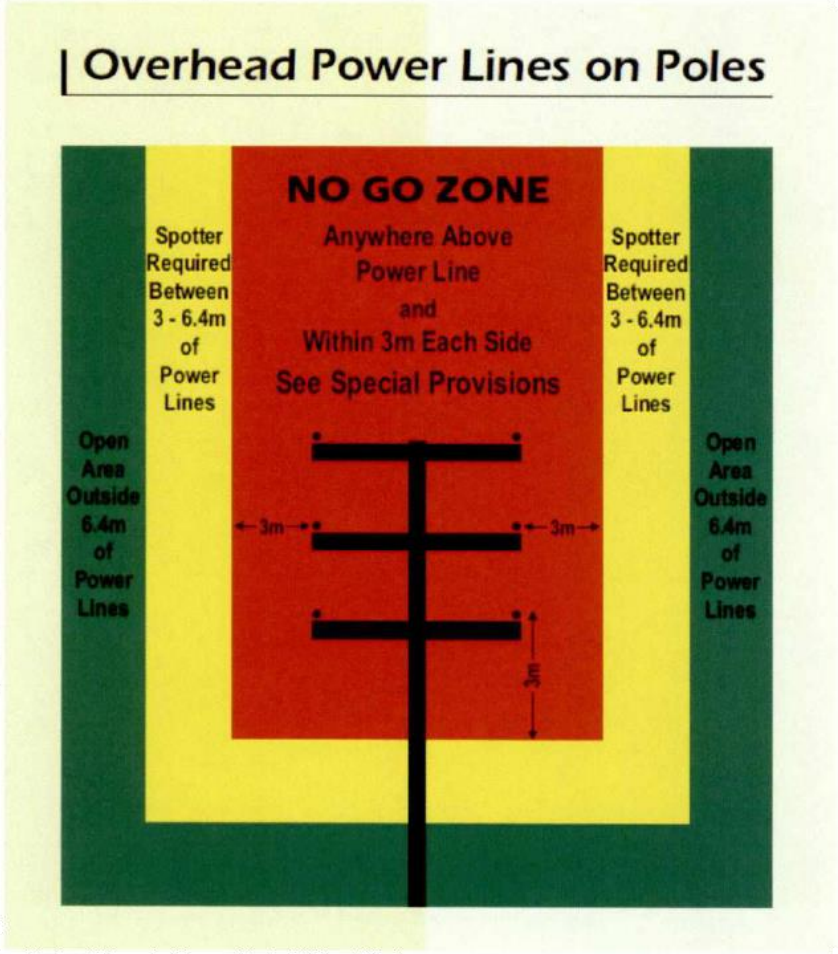
Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

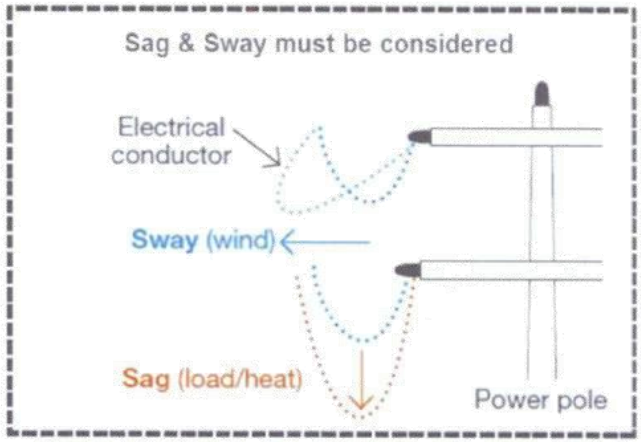
Attachment B: Production of Sag & Sway Overlay Drawings & Assessment of Compliant & Non-Compliant Buildings



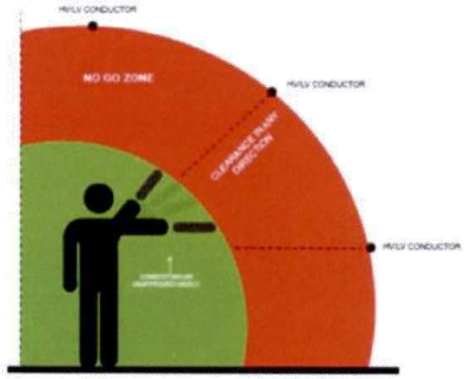
Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Attachment C: No Go Zones near Overhead Powerlines





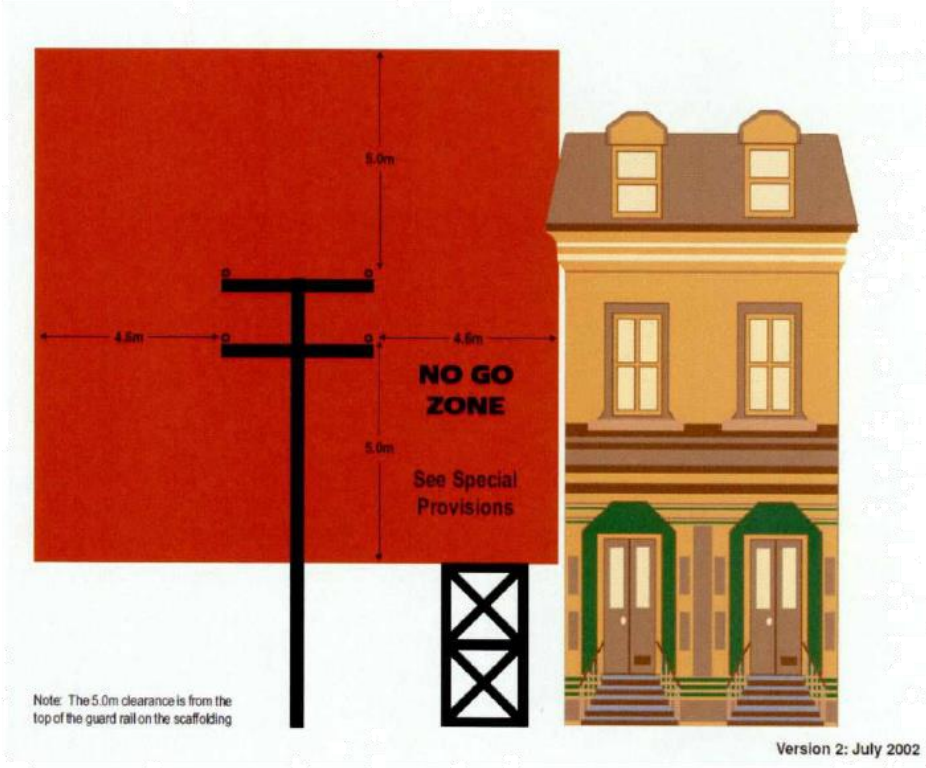
Energy Safe Victoria: Building design near power lines



High and Low Voltage General Approach Principle: Persons

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Attachment D: No Go Zones for Erecting/Dismantling Scaffolding & Useful Contacts



No Go Zone Enquiries

Make a **NO GO ZONE** application for a site visit via the CitiPower website at http://www.citipower.com.au/Site_Visit.

CitiPower

General Enquiries
P: 1300 301 101
W: www.citipower.com.au
M: Locked Bag 14090, Melbourne 8001

Electrical Faults & Emergences
P: 13 12 80

Burnley Office
35 Rooney Street, Burnley VIC 3121

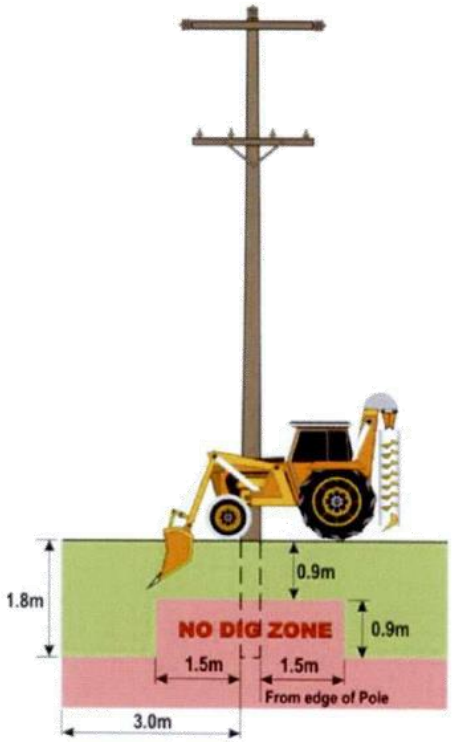
Industry Support Groups

Work Safe Victoria
P: 1800 136 089 (toll free)
E: info@worksafe.vic.gov.au
W: www.worksafe.vic.gov.au

Energy Safe Victoria (ESV)
P: 1800 800 158 (toll free)
E: info@energsafe.vic.gov.au
W: www.esv.vic.gov.au

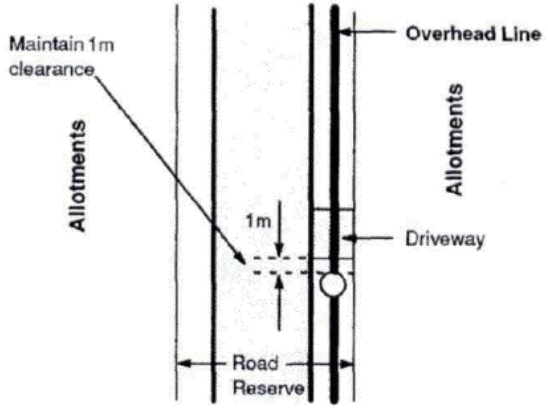
Attachment E: No Dig Zones near Power Poles & Distances from Poles to Driveway Crossovers

DO NOT dig deeper than:
0.9m within 1.5m of a pole
1.8m within 3m of a pole



Driveway Crossover

Poles should not be located within 1 metre of an existing driveway crossover (Also applies to stays).

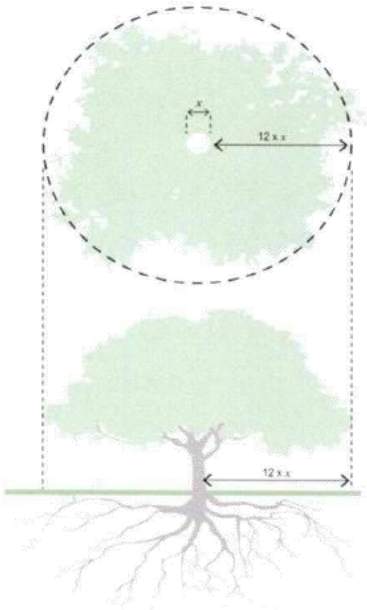


Attachment F: Tree Protection Zones

1. A Tree Protection Zone (TPZ) shall be established for the duration of any works near a tree.
2. The tree protection distance method outlined in the current Australian Standard will be used for the allocation of tree protection zones. The TPZ for individual trees is calculated based on trunk (stem) diameter (DBH), measured at 1.4 metres up from ground level. The radius of the TPZ is calculated by multiplying the tree's DBH by 12. For example; a tree with 40cm DBH requires a TPZ of 4.8 metres. The method provides a TPZ that addresses both tree stability & growth requirements. TPZ distances are measured as a radius from the centre of the trunk at ground level.
3. **The Council's arborist must approve any modification to a tree protection zone.**

Trunk Diameter (DBH)	Tree Protection Zone (TPZ)
10cm	1.2m
20cm	2.4m
40cm	4.8m
75cm	9m
100cm	12m

Table 1: Example Tree Protection Zone



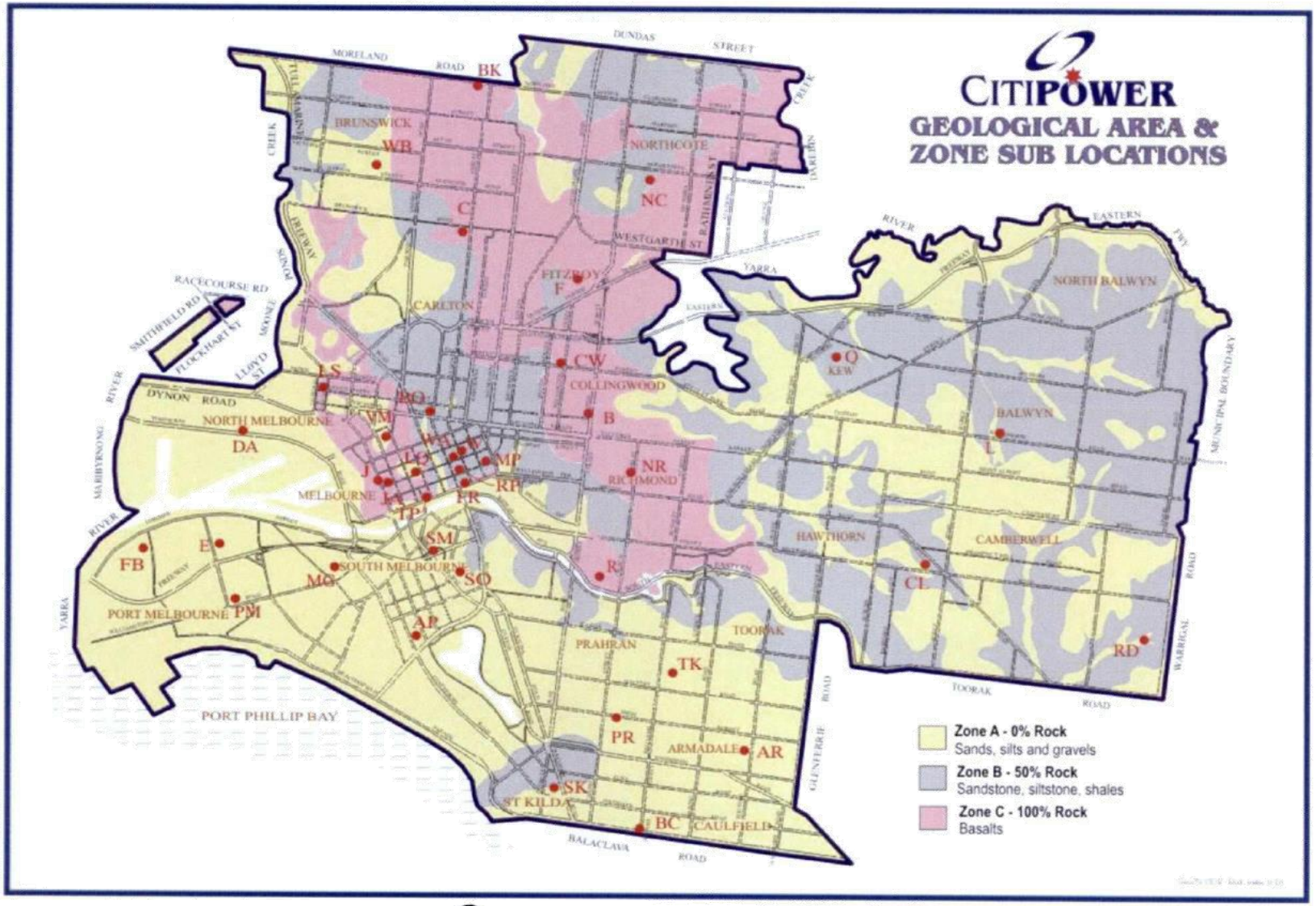
The following are not permitted within a tree protection zone:

1. Mechanical excavation on the road, footpath or any public space
2. Stockpiling of building materials, debris or soil
3. Vehicular traffic except on existing paved surfaces
4. Installation of service pits or hatches
5. Vehicular crossings
6. Severing of tree roots with a diameter greater than 30mm
7. Alteration of soil levels & structure

www.melbourne.vic.gov.au/.../**Tree-protection**-fact-sheet

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Attachment G: CitiPower Region Geological Area Map



Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

ATTACHMENT 3

Road Safety Audit

GTAconsultants

Memorandum: Johnston STReet and Computershare Car Park Access – Traffic Modelling Assessment (Stage 1)
ID: 190917memo-V178481 _Final.docx

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

transafe

Johnston Street/Abbotsford Convent, Abbotsford

Signalised Intersection

Detailed Design Stage Road Safety Audit Report

Prepared for: Beveridge Williams
Project Ref: TS-18-RSA-3571B
Date: 20 December

2018

Transafe Pty Ltd
PO Box 6049
Hawthorn West VIC 3122
T 1300 79 66 81

info@transafe.com.au
www.transafe.com.au
ABN 15 177 622 541

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

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3. Responding to this audit 3
4. Site details 4
5. Proposed works and scope of audit 4
6. Documents used to facilitate audit 4
7. Audit findings and recommendations 5
8. Audit conclusion 9

Document control

Project Ref	Date	Revision	Lead Auditor	Auditor
TS-18-RSA-3571A	16 November 2018	A	Simon Penca	Darren Vella
TS-18-RSA-3571B	20 December 2018	B	Simon Penca	Darren Vella

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Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

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1. Introduction

Transafe has been engaged by Beveridge Williams to undertake a detailed design stage road safety audit of a proposed signalised intersection on Johnston Street at the Abbotsford Convent.

This audit was conducted by:

Darren Vella [BEng Civil (Hons), Director]
Accredited Senior Road Safety Auditor

and;

Simon Penca [BEng Civil, Director]
Accredited Senior Road Safety Auditor

Transafe is accredited for the conduct of road safety audits under Vicroads' professional services register. The auditors have not been involved in the design or development of the subject proposal.

A site inspection was conducted during the day of 15th November and night of 19th December 2018. The weather was clear and dry during both site inspections. Traffic volumes in the vicinity were moderate during the day and light at night. Pedestrians and cyclists were observed at the subject location during the day.

2. Road safety audit process

A road safety audit is a formal examination of an existing or future road or traffic project in which an independent, qualified team reports on the projects crash potential and safety performance (Austroads 2009). This road safety audit has been carried out in accordance with the Austroads Guide to Road Safety Part 6: Road Safety Audit (2009) with reference to relevant standards and guides, and draws on industry practice and experience to identify potential road safety audit findings. However, no guarantee is made that every deficiency has been identified.

3. Responding to this audit

As set out in the road safety audit guidelines, responsibility for the road always rests with the project team and not the auditor. The project team is under no obligation to accept all of the audit recommendations. Also, it is not the role of the auditor to agree to or approve the project teams response to the audit. This audit report should be responded to in writing including reasons for rejection of an audit finding and audit recommendation. Acceptance of all recommendations of this report will not guarantee that every potential road safety issue has been addressed, rather adoption of the recommendations should improve the level of safety of the subject site.

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

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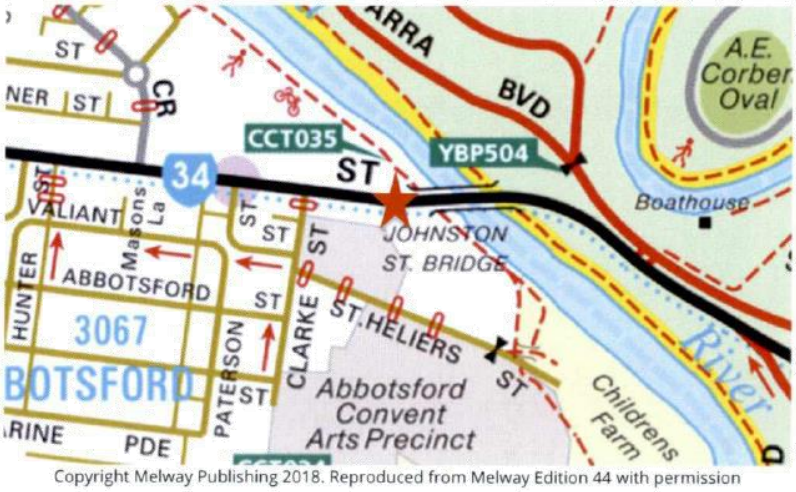
4. Site details

Johnston Street is a primary state arterial road with a two-way four-lane cross-section generally aligned east-west and has a posted speed limit of 60km/h.

Figure F1: Location Plan



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5. Proposed works and scope of audit

To facilitate access to Abbotsford Convent, a new signalised intersection is proposed on Johnston Street on the western side of the Yarra River bridge.

The scope of this detailed design stage road safety audit is to assess the proposed intersection works. Although this audit may cover items relating to pole location and type suitability, this is not a lighting assessment. Similarly, although pedestrian features may be covered, this is not a formal DDA assessment.

6. Documents used to facilitate audit

The following information / drawings were used to facilitate the audit:

- Johnston Street Proposed Signalised Intersection East of Clarke Street, 1701003-00-001-COV-REV P5 dated 2/11/18.

DRAWING INDEX

DRAWING No	TITLE
1701003-VR-001	COVER SHEET, GENERAL NOTES, SITE PLAN & PAVEMENT DETAILS
1701003-VR-101	LAYOUT PLAN
1701003-VR-102	SIGNALS PLAN
1701003-VR-103	LIP SETOUT PLAN, DETAILS AND LIP SECTIONS
1701003-VR-104	CROSS SECTIONS CONTROL LINE C

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

7. Audit findings and recommendations

The findings and recommendations of the road safety audit are detailed on the following pages. A response from the project team should be inserted into the relevant columns. Responses to audit findings and recommendations are generally not required by the auditors; rather a record should be kept for reasons of adoption or rejection of the recommendations for future reference by the project team.

Ranking of findings or recommendations

As per Austroads Guide to Road Safety, Part 6: Road Safety Audit, some findings or recommendations have been ranked as:

- Important: an item requiring the most effort to resolve, as the potential for danger is considered greatest.
- Other items, which are unranked, are not unimportant, but are simply unranked.

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Road safety audit findings table

Johnston Street/Abbotsford Convent, Abbotsford – Signalised Intersection Detailed Design Stage Road Safety Audit					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.1	The proposed distribution and controller cabinets on the northern side of the road are within the footpath and are likely to obstruct the pathway.	The cabinets may need to be relocated to provide a footpath with adequate width for access by all persons, including those with vision impairment and/or mobility aids.	Important		
7.2	A keep left sign is not proposed on the median island at the car park entrance.	A keep left sign should be considered for delineation.			
7.3	The Johnston Street pedestrian crossing pram ramps and TGSIs do not appear to be aligned towards each other.	Ensure that the pram ramps and TGSIs are aligned.			
7.4	Swept path analysis is not shown.	Confirm that all expected vehicles can negotiate all turns at intersections and the car park entrance.			
7.5	The visibility of the primary lanterns may be affected by roadside features/vegetation, while other signalised intersections on Johnston Street have mast arms with an overhead signal display. 	Confirm appropriate visibility of proposed signals and consider the addition of overhead signal displays for improved visibility.	Important		
7.6	Further to the above, the overhead lane signs may reduce the conspicuity of the traffic signals.	Removal of the overhead lane status structure at the intersection may need to be considered.			

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

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Johnston Street/Abbotsford Convent, Abbotsford – Signalised Intersection Detailed Design Stage Road Safety Audit					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.7	The northern side bridge end post is a hazard, however, the eastbound kerbside lane at present is generally restricted to bus use only or has parked vehicles west of the location. As part of the intersection works, the kerbside lane will be available for use by all traffic and the risk associated with this end post will be increased.	Consideration should be given to shielding the end post.	Important		
7.8	It is unclear why a pram ramp is located at the above-shown location.	The pram ramp should be removed so that pedestrians are not encouraged to cross on the eastern side of the intersection, away from the proposed designated signalised crossing.			

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

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Johnston Street/Abbotsford Convent, Abbotsford – Signalised Intersection Detailed Design Stage Road Safety Audit					
Item	Finding	Comment/Recommendation	Ranking	Project Team/Client Response	
				Accept Yes/No	Reasons/Comments
7.9	Street lighting is provided on Johnston Street and the road is currently well illuminated, however, trees and foliage on the northern side of the road partially obscure lighting. 	Confirm that appropriate lighting (e.g. V3 level) will be maintained or provided as part of the new intersection.			

Project team response undertaken by:

Name.....Signed.....Date.....

Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

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8. Audit conclusion

This road safety audit has attempted to balance the safety needs of all road users within the site/design constraints. It is the intention that all audit recommendations are realistic and feasible and commensurate with the actual risk posed.

Darren Vella [BEng Civil (Hons), Director]
Accredited Senior Road Safety Auditor

and;

Simon Penca [BEng Civil, Director]
Accredited Senior Road Safety Auditor

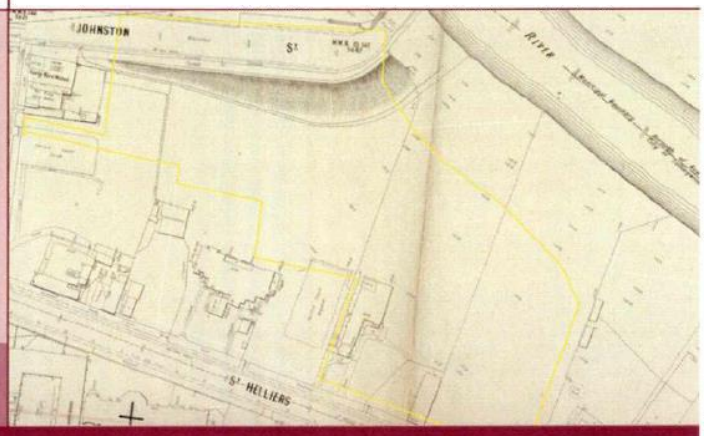
Attachment 4 - PLN20/0245 - Traffic Report and Modelling Analysis and Road Safety Audit Report

Attachment 6

Ochre Imprints Pty Ltd, Heritage consultants, 'Abbotsford Convent Car Park and Johnston Street Signals Project, Abbotsford – Desktop Archaeological Assessment', 7 April 2020

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Abbotsford Convent Carpark and Johnston Street Signals Project, Abbotsford – Desktop Historical Archaeological Assessment



A report to Urban Initiatives

7 April 20

Report by Ochre Imprints Pty Ltd

ochreimprints

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Abbotsford Convent Carpark and Johnston Street Signals Project, Abbotsford

Urban Initiatives Pty Ltd and Ochre Imprints Pty Ltd 2020

Ochre Imprints Pty Ltd

ABN 95 161 235 589
ACN 161 235 589

331 Johnston Street
Abbotsford VIC 3067

PO Box 280
Clifton Hill VIC 3068

phone (03) 9417 6094
fax (03) 9417 6095

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Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Figure 13: 1901 MMBW plan of the study area with modern contour lines (in green) overlain. Lines A-B and C-D are the locations of profiles shown in Figures 14 and 15. 18

Figure 14: Approximate profile of line A-B (Figure 13). Black line shows profile according to modern contours lines. Green line shows profile according to spot heights shown on the 1901 MMBW plan. Areas shaded grey is the presumed depth of twentieth century fill. Note that the vertical scale is exaggerated. 19

Figure 15: Approximate profile of line C-D (Figure 13). Black line shows profile according to modern contours lines. Green line shows profile according to spot heights shown on the 1901 MMBW plan. Areas shaded grey is the presumed depth of twentieth century fill. Note that the vertical scale is exaggerated. 19

Figure 16: Possible distribution of fill of >1m deep (shaded green), based on a combination of the comparison between spot heights given on the 1901 MMBW plan and modern contour data, and on geotechnical borehole data 20

Figure 17: 1963 oblique aerial photo of part of the study area (approximate outline in yellow). Source: Lewis 2005: cover 21

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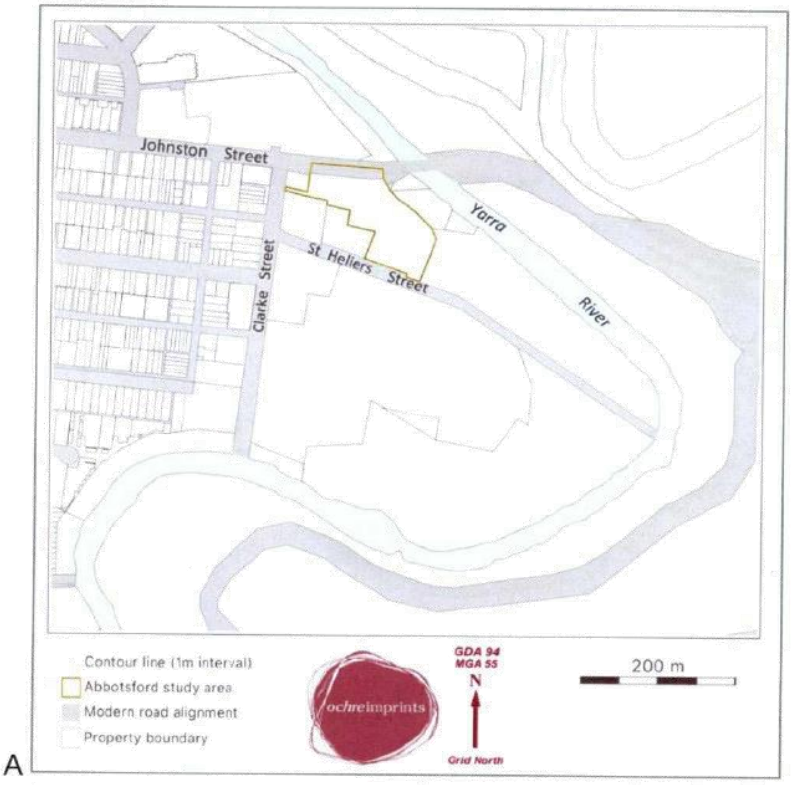
Figure 22: Areas identified as being of the highest archaeological sensitivity for shallow historical archaeological remains 27

1. Introduction

Ochre Imprints has been engaged by Urban Initiatives Pty Ltd to prepare advice regarding the management of potential historical archaeology within the current Abbotsford Convent Carpark (the study area) (Figure 1).

Part of this land is within the registered extent of the former Convent of the Good Shepherd which is listed on the Victorian Heritage Register as place H0951. The VHR registration notes that in addition to the convent buildings, the archaeology of the registered place is significant stating that 'the former Convent of the Good Shepherd is of archaeological significance for its potential to provide evidence of the former occupation of the site'.

The purpose of this report is to investigate the likelihood of historical archaeological remains, whether associated with the Convent or otherwise, existing within the study area so that these remains can be managed appropriately in the context of the carpark upgrade.



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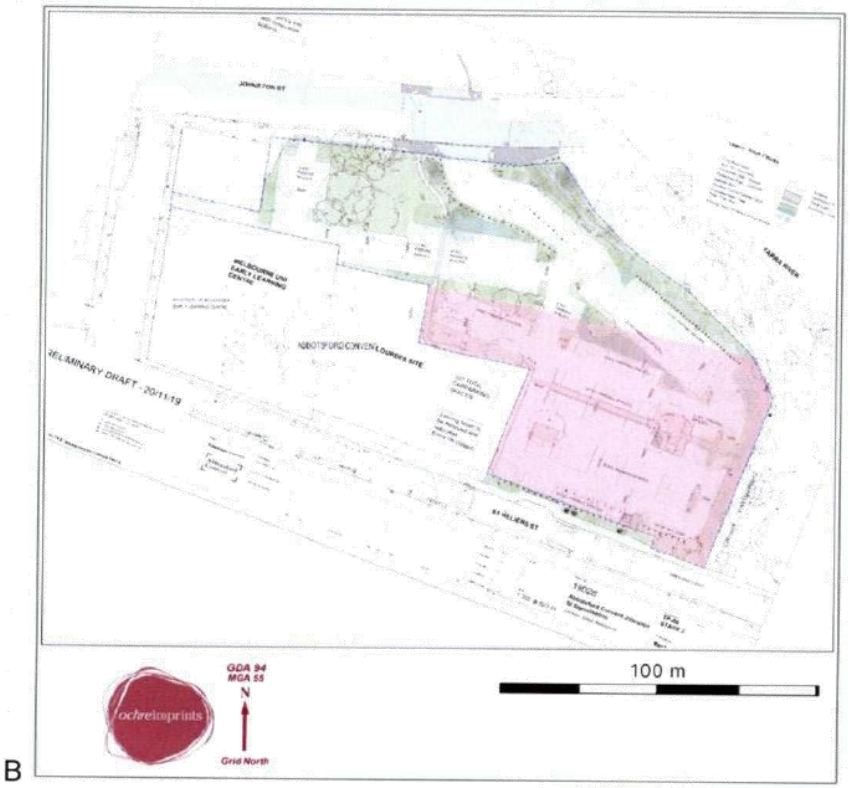


Figure 1: Location of the Abbotsford Convent Carpark study area (A) and the proposed development plan (B).

The purpose of this report is to provide information concerning the land use and building history of the site in order to inform a preliminary assessment of its archaeological potential and to provide guidance for the management of archaeological values.

2. Site History – known post-contact ownership and land use[1]

Ownership

The earliest land sales in Melbourne took place in 1837, the same year that Melbourne was proclaimed a town by Governor Bourke (Context 2011: 11). Land in the study area was originally leased, along with property on the opposite side of the Yarra, by John Hodgson who

[1] This assessment deals only with the known post-contact land use history of the study area. Aboriginal history and archaeology is not included in this assessment not because Aboriginal archaeology is unlikely to be present, but because it is beyond the scope of this desktop report.

established a punt crossing of the Yarra at the southern end of what would become Clarke Street. Following a survey by Robert Hoddle, land on the western side of the river was put up for sale in 1839. The study area is situated in lot 77 which was purchased by Henry Smyth, a Sydney-based land speculator (Lewis 2005: 4, see also Figure 2).

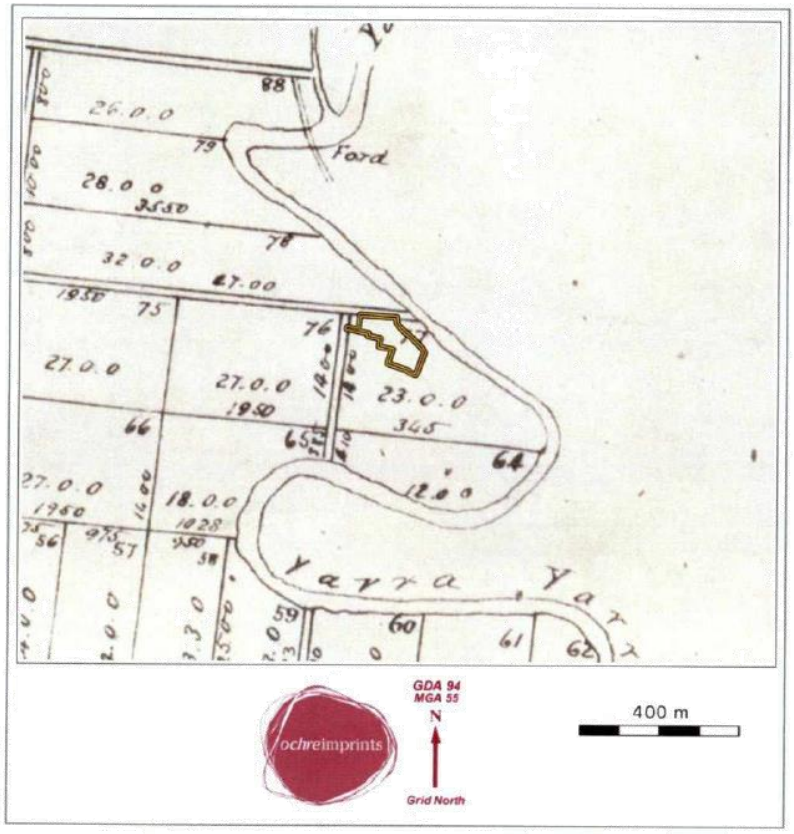


Figure 2: Detail of a plan of Melbourne showing Hoddle's division of the study and surrounds into small farming properties (unknown author 188-?).

Lewis suggests that Hodgson continued to lease part or all of lot 77 following its sale to Smyth. This may have continued up until 1842 when lot 77 and the adjacent lot 64 were sold to James Murray who subdivided them, at the same time creating the alignment of the then future St Heliers Street. The properties were purchased by Edward Curr, who purchased land on the eastern side, near the river bend and built *St Helliers* there, and John Orr[2] who built *Abbotsford*

[2] Note that Lewis names the builder of Abbotsford House as Samuel Orr, but maps dating from subsequent land sales suggest that it was John Orr.

House on the Clarke Street side of the property. Orr subdivided the property on the north side of St Heliers Road and put them up for sale in the late 1850s (Figures 3 and 4).

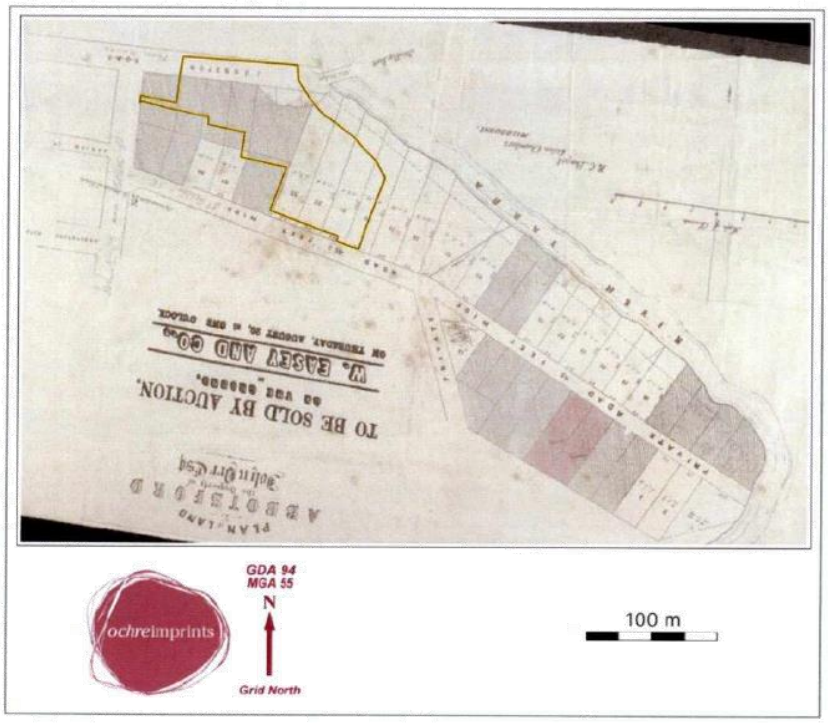
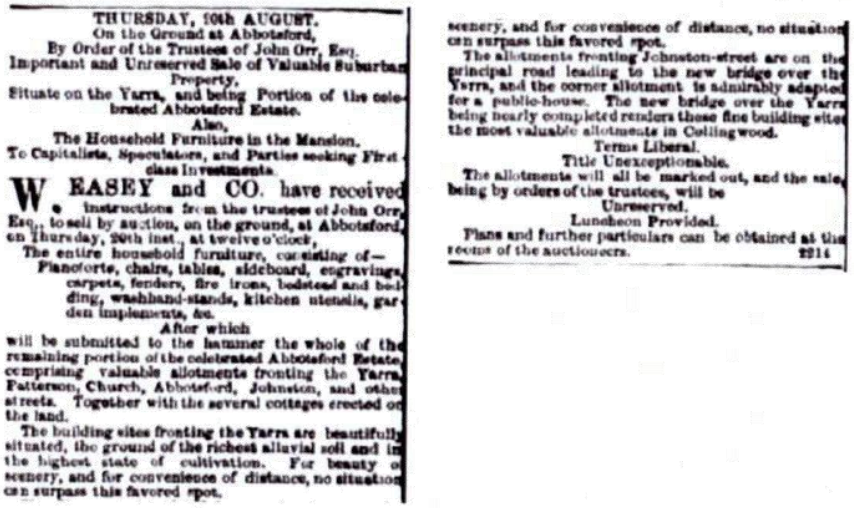


Figure 3: 1857 plan showing subdivided land on the north side of St Heliers Street to be sold by W. Easey and Co. for owner John Orr (Easey and Co. 1857). The hatched properties appear to have been sold in the June auctions.

Orr's properties appear to have been offered for sale first in June and then again in August 1857. As Figure 3 indicates, the eastern portion of the study area was for sale at this time. The advertisement for the auction noted that the river side allotments were 'beautifully situated' on ground 'of the richest alluvial soil and in the highest state of cultivation' (*The Argus* 13/8/1857). While the June auction notice noted the presence of some structures on the properties, no structures, apart from the 'iron house' on lot 34 (see Figures # and #), were noted on lots 30-36 and 40-45, suggesting that no structures existed in the study area at that time (*The Argus* 13/6/1857).

It is not certain whether they purchased in the 1850s land sales, but certainly by 1865, Arthur Snowden and William Bolger owned property in the study area.



THURSDAY, 10th AUGUST.
On the Ground at Abbotsford,
By Order of the Trustees of John Orr, Esq.
Important and Unreserved Sale of Valuable Suburban Property,
Situate on the Yarra, and being Portion of the celebrated Abbotsford Estate.
Also,
The Household Furniture in the Mansion.
To Capitalists, Speculators, and Parties seeking First-class Investments.

W EASEY and CO. have received instructions from the trustees of John Orr, Esq., to sell by auction, on the ground, at Abbotsford, on Thursday, 20th inst., at twelve o'clock,
The entire household furniture, consisting of—
Pianoforte, chairs, tables, sideboard, engravings, carpets, fenders, fire irons, bedstead and bedding, washhand-stands, kitchen utensils, garden implements, &c.
After which
will be submitted to the hammer the whole of the remaining portion of the celebrated Abbotsford Estate, comprising valuable allotments fronting the Yarra, Patterson, Church, Abbotsford, Johnston, and other streets. Together with the several cottages erected on the land.
The building sites fronting the Yarra are beautifully situated, the ground of the richest alluvial soil and in the highest state of cultivation. For beauty of scenery, and for convenience of distance, no situation can surpass this favored spot.

scenery, and for convenience of distance, no situation can surpass this favored spot.
The allotments fronting Johnston-street are on the principal road leading to the new bridge over the Yarra, and the corner allotment is admirably adapted for a public-house. The new bridge over the Yarra being nearly completed renders these fine building sites the most valuable allotments in Collingwood.
Terms Liberal.
Title Unexceptionable.
The allotments will all be marked out, and the sale, being by orders of the trustees, will be
Unreserved.
Luncheon Provided.
Plans and further particulars can be obtained at the rooms of the auctioneers. 7214

Figure 4: Advertisement for the sale of John Orr's property at Abbotsford (as shown in Figure 3) from *The Argus* 13th August 1857.

Rates records suggest that Snowden purchased a number of lots along St Heliers Street. While many of them were listed as vacant land in 1865, Snowden had built a brick house on a property towards the Clarke Street end of the road – the house itself appears to have been located just outside the study area, although the land to the north Snowden's house is inside it. Snowden was listed as either a conveyancer or solicitor in the rates records (Appendix 1). He was involved in local politics as a member of the East Collingwood Borough Council where he proposed anti-pollution laws and campaigned against industrialisation along the Yarra. Snowden later served as the Mayor of Melbourne for three terms and was knighted in 1895. He was known as a keen gardener and remained living at his home in Collingwood (now Abbotsford) until his death in 1918 (Barrett 1990).

William Bolger, a contractor/builder, also occupied a brick house (later stone) on the northern side of St Heliers Street, and his house appears to have been located inside the study area itself. He appears to have also owned adjacent land consisting of 'sheds and yard' situated to the east of the residential house, also inside the study area boundary. Bolgers owned the property until at least the early twentieth century – from the early years of that century, and up until the late 1930s, directory listings name it as the residence of Archibald Bolger.

Building History and land use

A series of historical maps combined with data from street directories and rate books records (Appendix 1) allow for a preliminary reconstruction of the structural and land use history the study area from the 1850s onwards.

Figure 5 is detail of a plan of Abbotsford that dates from the 1850s. The layout and numbering of the lots on the north side of St Helliers Street suggest that this plan was surveyed earlier than the 1857 land auction plan shown in Figure 4. On this plan is shown the 'iron house' noted in the land description for auction lot 34.

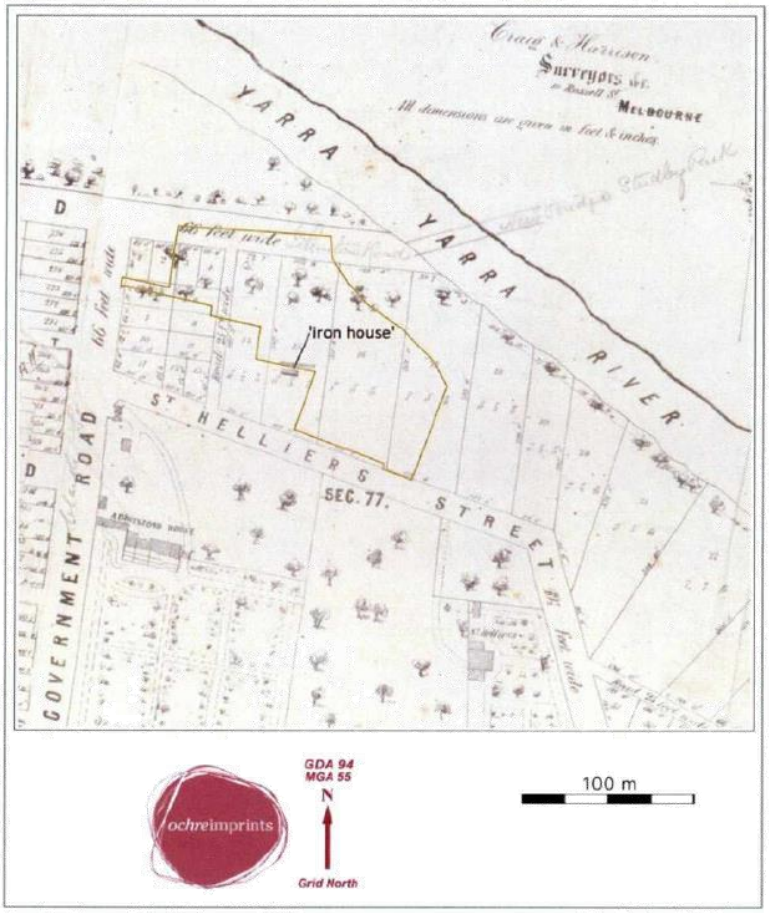


Figure 5: Detail of a late 1850s plan of the study area showing the location of the iron house, just outside the study area (Craig and Harrison 185?).

The Figure 5 plan certainly pre-dates the Hodgkinson plan of 1858 (Figure 6). The Hodgkinson plan indicates that by early 1858 additional structures had been built around the iron house (or conversely that the iron house had been replaced by other structures), and structures had been built on the three lots to the east of the study area. The easternmost of these is marker 'Melbourne Laundry'. It can be assumed that the other two were houses. No structures were indicated within the boundaries of the study area on the 1858 plan.

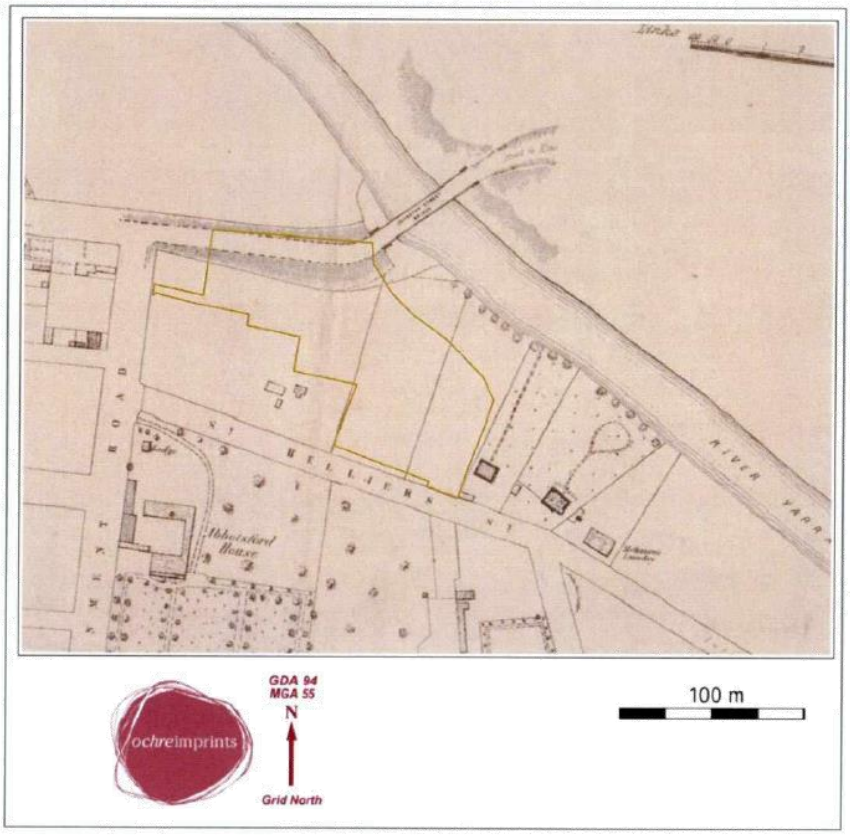


Figure 6: Detail of Hodgkinson's 1858 plan of East Collingwood (Hodgkinson 1858).

Figure 7 shows a portion of the study area in a photograph taken sometime in the 1860s. It suggests that the easternmost part of the study area did not contain any structures apart from fences and consisted of slightly rocky grasses land sloping down to the river bank. It is not possible to make out in the photograph whether any structures exist on the adjacent lot to the west. Rate records indicate that by 1865 William Bolger had constructed a brick house on that western lot which is situated on the study area. The 1870 rate records indicate that the house was then of six rooms, and adjacent to it were a yard and sheds, also owned by Bolger. Sometime between 1884 and 1892, Bolger may have replaced or extended his brick house with a structure entirely or substantially of stone (Appendix 1).

Unfortunately, the photograph shown in Figure 8, like that in Figure 7, sheds little light on structures present in the study area at the time that the photograph was taken.

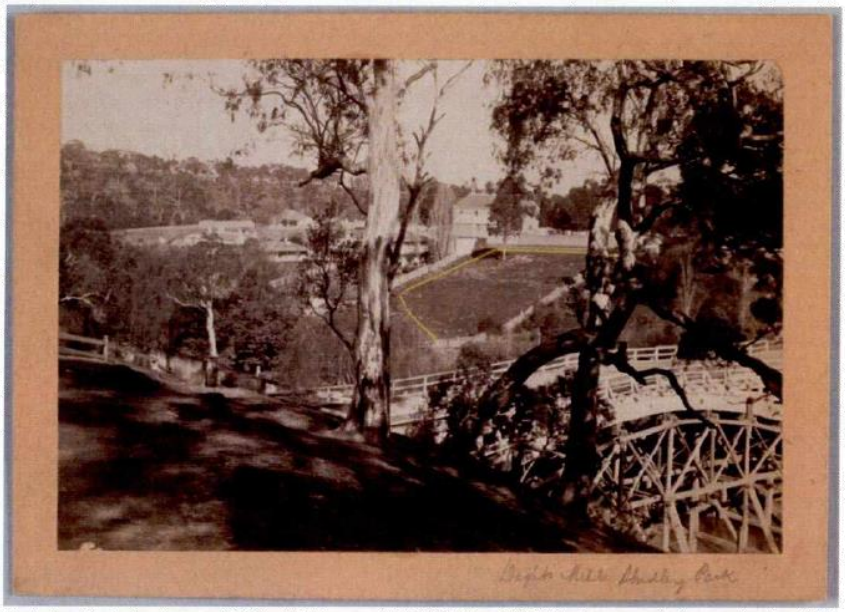


Figure 7: Photo looking across the Yarra at the Johnston St bridge (unknown photographer c 1863-1870). Approximate eastern boundary of the study area indicated by yellow line.

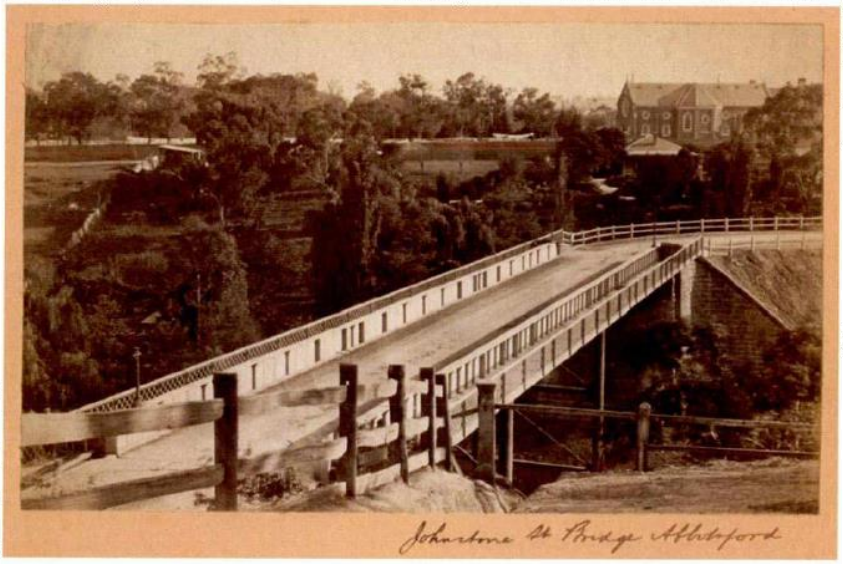


Figure 8: Photo looking across the Yarra at a later version of the Johnston St bridge (built in the mid 1870s (Lewis 2005: 10) (unknown photographer c.1875-1882). Red line indicates probable location of St Heliers Street.

While the Figure 8 photo shows a large portion of the study area, vegetation present on the southern bank of the river obscure the area where William Bolger's house should be. On the right of the photo (in front of the Convent church) is a building that is probably on Arthur Snowden's property (and outside the study area). On the left of the photo a wooden fenceline, and what appears to be a shed, can be seen. Also note what appears to be stairs along a path leading down to the river these lead from roughly where the Bolger house should be. Also of note is the vegetation downslope on the Snowden property – Arthur Snowden was apparently known for his interest in gardening and plants and it would appear that he may have had an extensive garden around his property. A significant portion of this garden would have been inside the current study area.

The most detailed historical plans of the study area come from the late nineteenth and early twentieth centuries. The 1897 and 1901 Melbourne and Metropolitan Board of Works plans indicate that there were then a number of structures present in the study area. The 1897 plan shows that these consisted of a rectangular wooden building which fronted directly on to St Helier Street and a larger stone or brick building to its northwest[3]. A small rectangular structure sits along the fenceline to the west of the larger building and is probably Bolger's shed. In addition to the buildings, there are fencelines along St Helier Street, and other fences running perpendicular from the street to the river and parallel to Johnston Street, as well as dashed lines that indicate paved areas and paths (Figure 9).

Additional detail is given on the plans provided in Figures 9 and 10. Figure 10 confirms that the larger of the structures in the study area is William Bolger's house. As mentioned above, rate records suggest that Bolger had built a house by the mid 1860s. It was initially described as brick, but sometime between 1885 and 1891 the description changed to 'stone'. Whether this is because Bolger demolished and replaced a brick house with stone, or modified and existing brick house with stone additions, or even because of a quirk in the recording by the rates records is unknown.

The 1901 MMBW map shown in Figure 10 indicates that the rectangular paved area to the west of Bolger's house (which is partially in the study area) was a tennis court. Fence lines suggest that it belonged to Arthur Snowden's house which sat just outside the study area. Snowden's house was described in the rate records as being of wood (weatherboard). On his death in 1918 the house was described as 'a very old weatherboard house (part of a wing of the house is brick)' sitting on a piece of land with a frontage to St Heliers Road of 238 feet by a depth of about 300 feet (Snowden probate documents) – these dimensions confirm that all of the fenced area to the north of the house (between it and Johnston Street) was part of Snowden's property, and was therefore probably a garden.

[3] The building material is indicated by the hatching style on the plan. Horizontal hatching indicates wood, while diagonal hatching indicates stone or brick.

Moving further west, to the western end of the study area, the only structures indicated on the plans are fencelines, and a portion of another tennis court (this one marked 'earthen') Given that it did not appear on the 1897 plan, but was visible in 1901, it would appear likely that the tennis court was constructed sometime between these two years. Fencelines and asphalt paths suggest that it belongs to the house situated on the corner of Clarke and St Helier Streets. The 1901 Sands and McDougall's street directory indicates that the property was occupied by surveyor and architect Henry Tolhurst.

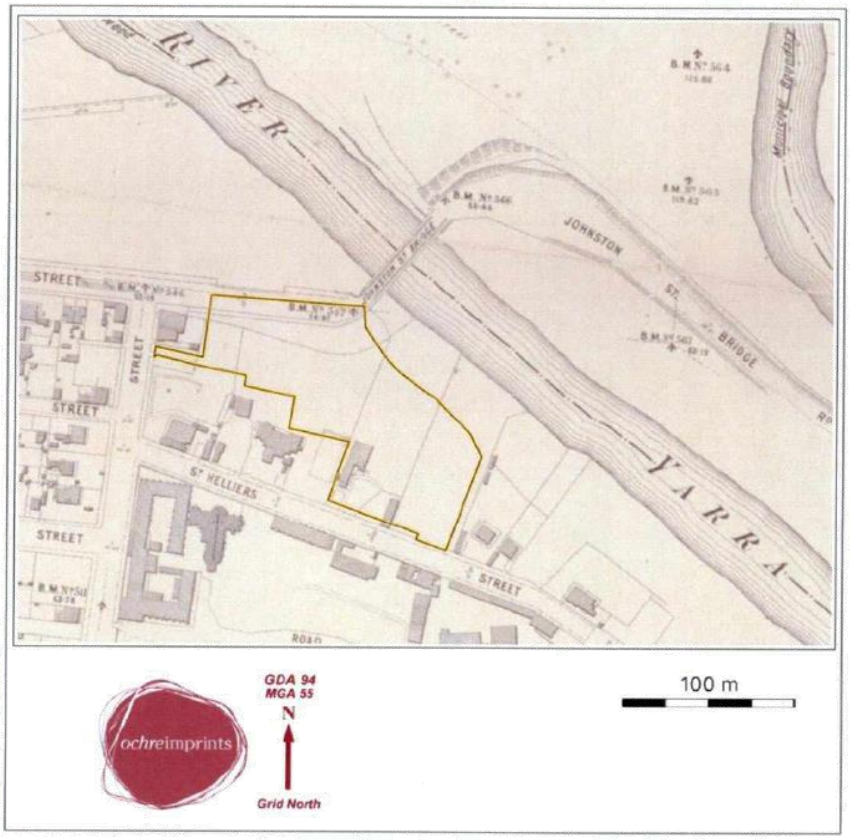


Figure 9: Detail of the 1897 Melbourne and Metropolitan Board of Works plan of Collingwood and Kew.

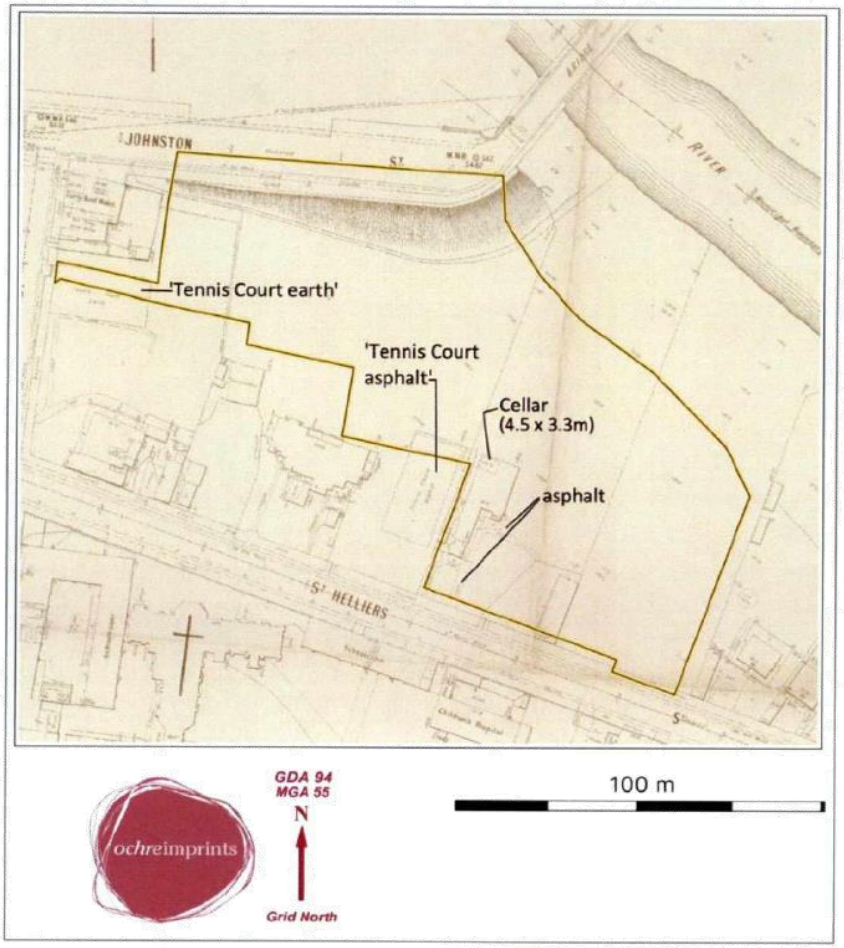


Figure 10: Detail of the 1901 Melbourne and Metropolitan detail plan of Collingwood and Kew.

Lewis' sequential development plan #5 of the Abbotsford Convent, reproduced in part in Figure 12, indicates that a new structure was built in the northwestern corner of the study area sometime between 1901 and 1911. This structure had been demolished by 1991 as it does not appear on the sketch plan of buildings existing at that time (Figure 14). Further work may be required to determine what the form and function of that building was.

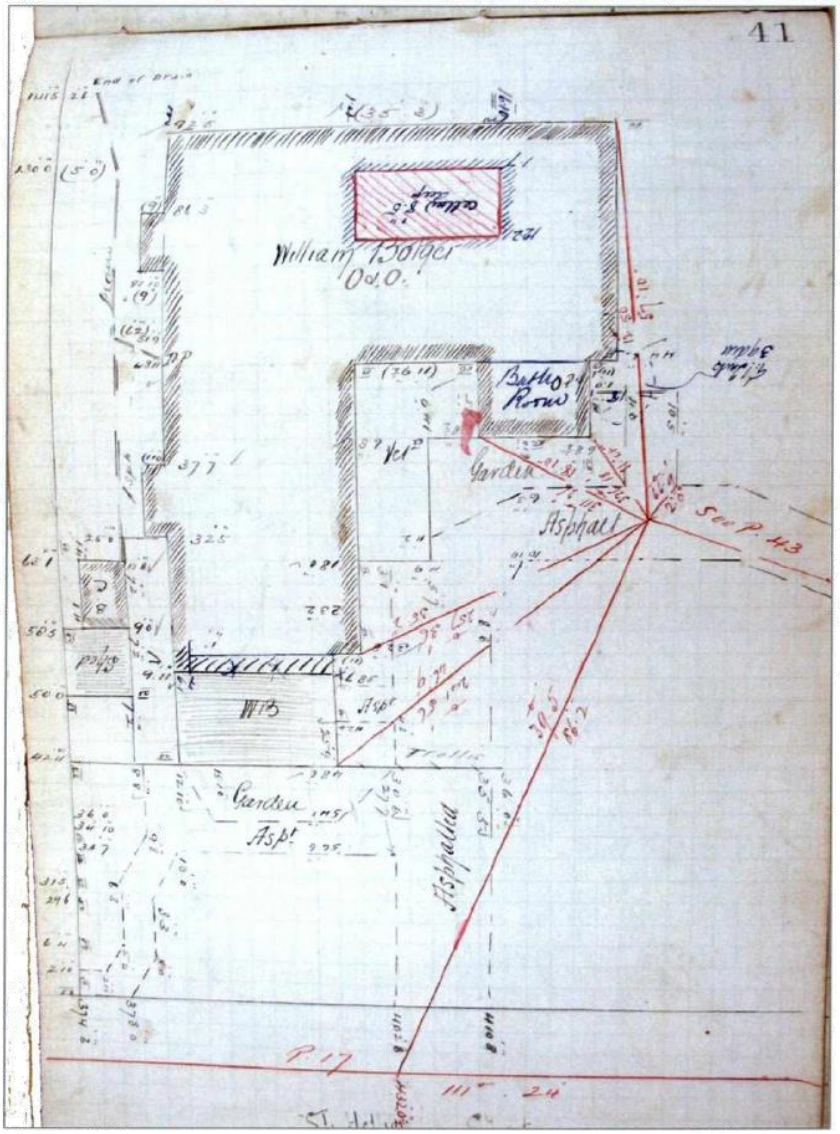


Figure 11: Sketch plan of the William Bolger's house from a surveyor's notebook held at the PROV (VPRS 8600/P001, Unit 58, Book No. 1009)[4]

[4] Thanks are due to Edwina Kay for providing a copy of this plan.

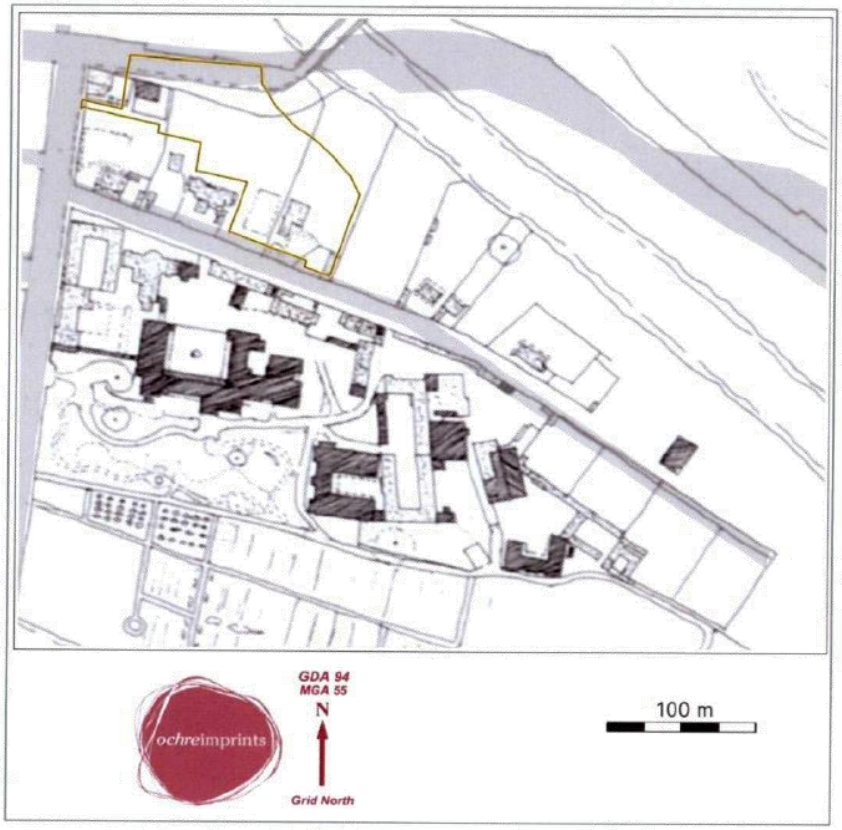


Figure 12: Sketch plan of structures present on the Convent site in 1911. Note the dark-shaded building in the northwestern part of the study area (Lewis 2005: Plan 5).

According to the 2005 overview of the history of the Convent site, the Bolger house was likely demolished in c1936-41. Certainly, sometime between 1935 and 1938 Archibald Bolger ceased to live on the property, and the address (by the early 1900s listed in the street directories as 6 St Heliers Street) ceased to exist in the directory listings. According to Lewis the house was 'demolished and the land filled for future expansion' of the Convent (Lewis 2005: 22). No evidence has been found of significant convent-associated buildings being built on the former Snowden and Bolger properties.

Certainly the 1963 aerial photo suggests that some filling had occurred on the property by that time in order, presumably, to reduce the length of the slope down to the river (Figure 17). That this has likely occurred is suggested by a comparison of the profiles drawn along the lines A-B and C-D according to modern contour data and spot heights provided on the 1901 MMBW plan, respectively (Figures 13-15). These profiles suggest that there has been relatively deep filling

and levelling in the area between roughly 40m from St Heliers Street, and 100m from St Heliers Street in order to create a more or less level area within 100m of the road. This has also resulted in the creation of a higher, steeper river bank[5]. In places this fill may be up to 8m deep. Figure 17 shows the possible distribution of fill of 1m or more deep, based upon this data, and one the results of geotechnical borehole data.

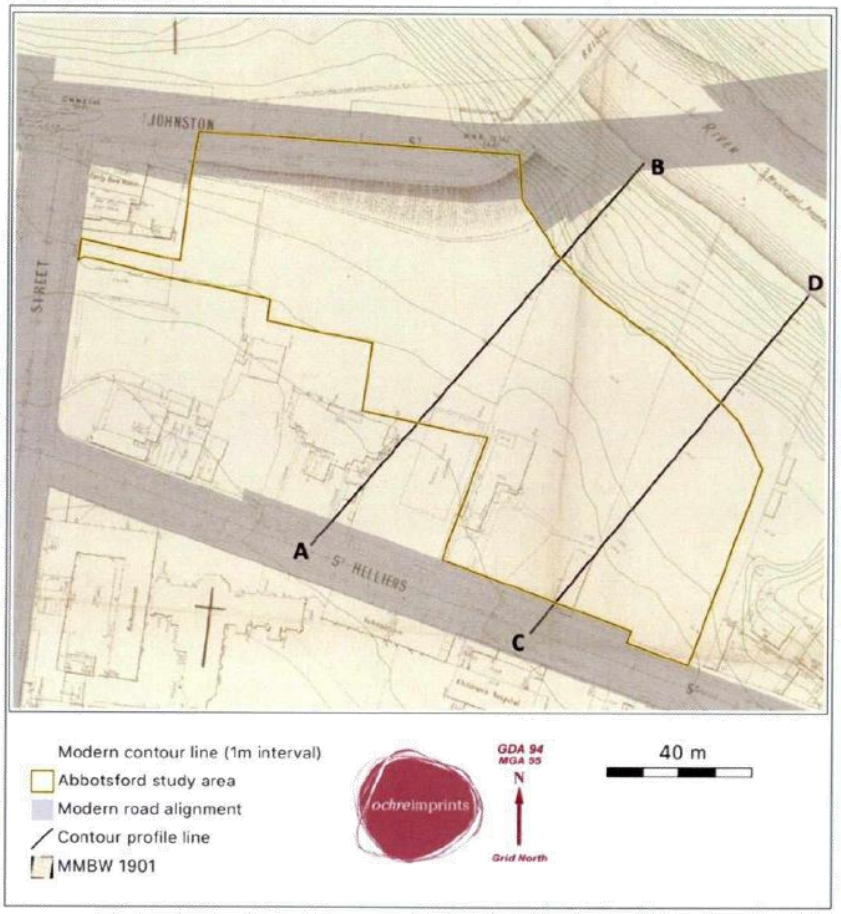


Figure 13: 1901 MMBW plan of the study area with modern contour lines (in green) overlain. Lines A-B and C-D are the locations of profiles shown in Figures 14 and 15.

[5] Note that no corrections have been made for the any possible different in height datum between the two sources of data, and the Yarra River water level has been taken as '0m' level for both sets of numbers. Given that the level of St Helliers Road has worked out to roughly the same (within 0.5m) for the two data sets it would appear that any error caused by this is, for the purposes of this analysis, relatively insignificant.

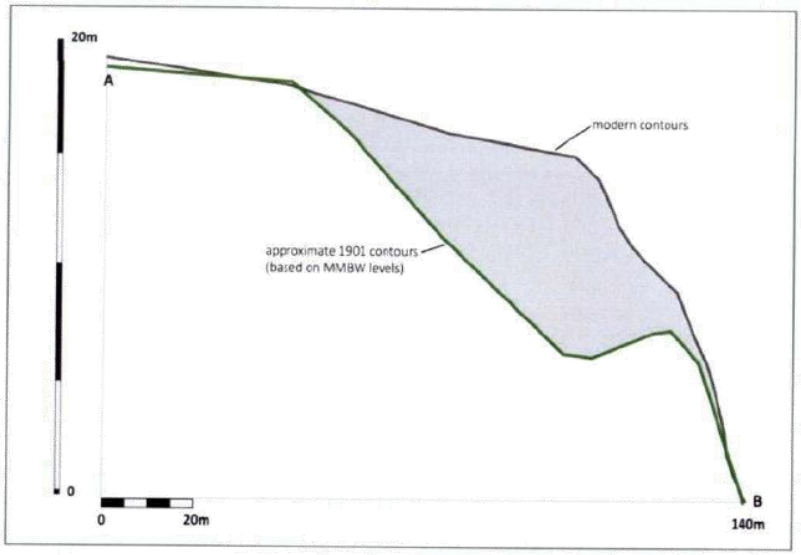


Figure 14: Approximate profile of line A-B (Figure 13). Black line shows profile according to modern contours lines. Green line shows profile according to spot heights shown on the 1901 MMBW plan. Areas shaded grey is the presumed depth of twentieth century fill. Note that the vertical scale is exaggerated.

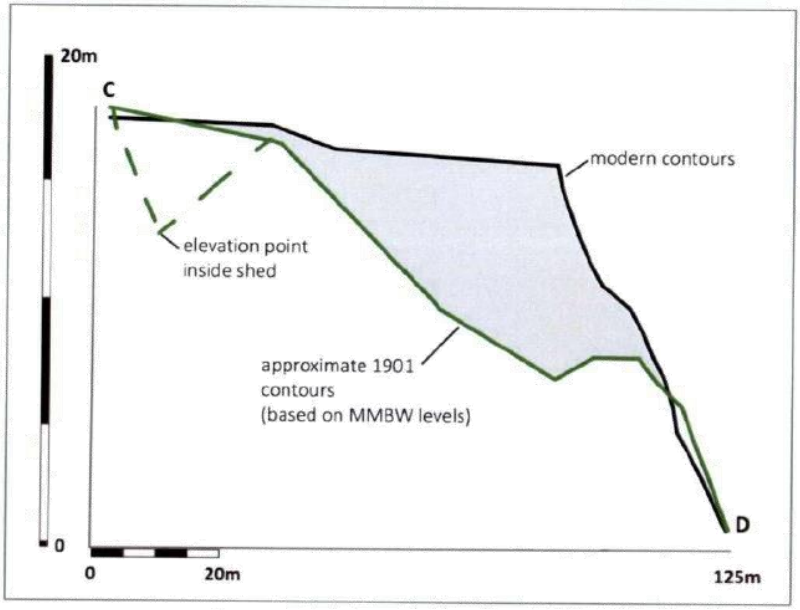


Figure 15: Approximate profile of line C-D (Figure 13). Black line shows profile according to modern contours lines. Green line shows profile according to spot heights shown on the 1901 MMBW plan. Areas shaded grey is the presumed depth of twentieth century fill. Note that the vertical scale is exaggerated.

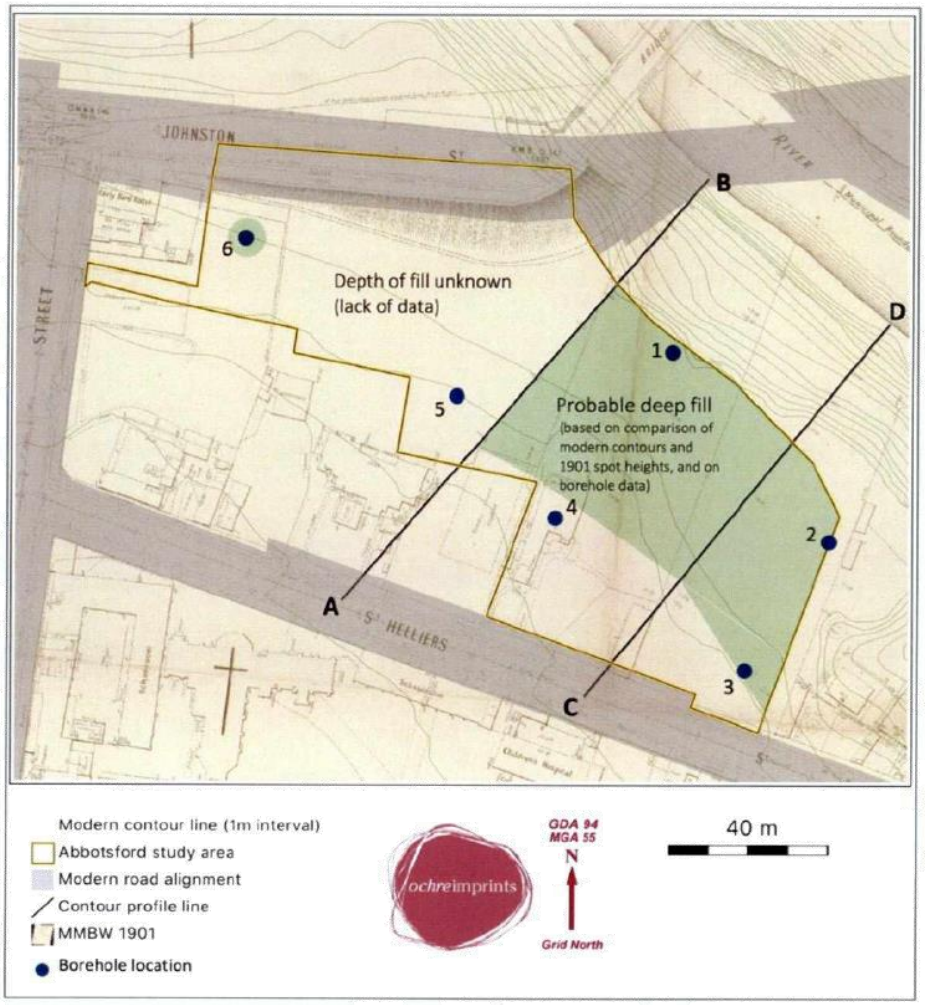


Figure 16: Possible distribution of fill of >1m deep (shaded green), based on a combination of the comparison between spot heights given on the 1901 MMBW plan and modern contour data, and on geotechnical borehole data.

Geotechnical testing has confirmed the existence of fill greater than 1m deep in the northern portions of the site (Table 1, Figure 16).

Borehole	Depth of fill
1	Borehole data suggests fill containing gravels, clay, steel and bricks to a depth of 3m. Borehole terminated at 3m.
2	Fill containing sand, gravel, brick, and terracotta fragments to a depth of about 2.7m
3	Fill containing sand and gravel to a depth of about 1.1m.
4	Fill containing gravel sand and silt, some concrete, terracotta and porcelain fragments to a depth of about 80cm below which basalt cobbles and boulders were encountered.
5	Fill containing sands and gravel to a depth of about 70cm. Basalt cobbles and boulders beneath this.
6	Fill containing sand and gravel, brick and concrete fragments to a depth of about 2m

Table 1: Depth of fill data from geotechnical report (NSP Geotechnics 2018)

The 1963 photograph also shows that no buildings were extant in the eastern two-thirds of the study area and that the only structures present there at the time were fence lines and a portion of what appears to be a basketball or netball court.

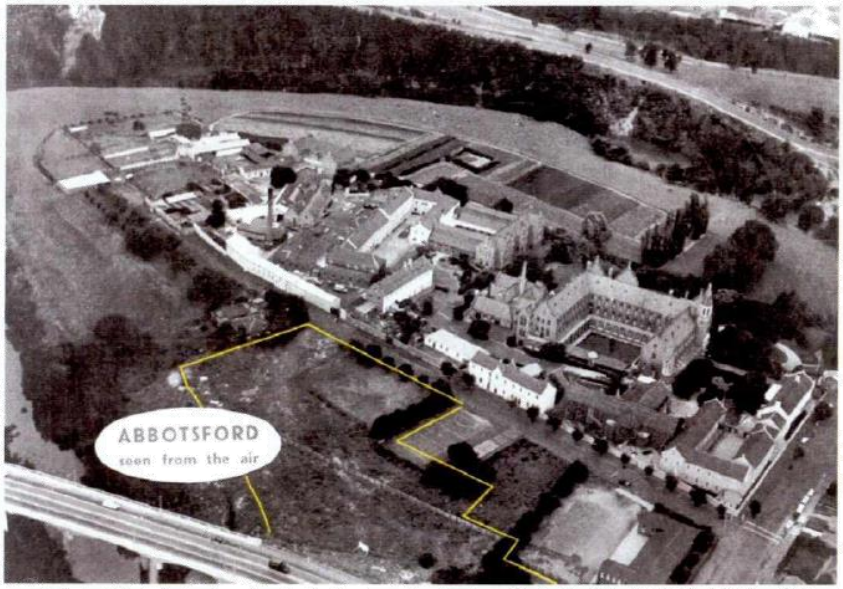


Figure 17: 1963 oblique aerial photo of part of the study area (approximate outline in yellow). Source: Lewis 2005: cover.

Figure 18 is a portion of a sketch plan of buildings existing on the Abbotsford Convent grounds in 1991. It indicates that the building in the northwestern corner (shown on Figure 12) no longer existed in 1991. The only structure shown in the study area is a small rectangular structure roughly near to the location where Bolger's wooden shed once stood. Lewis' sequential plans suggest that this building was probably built in the 1960s (Lewis 2005: Plan 9).

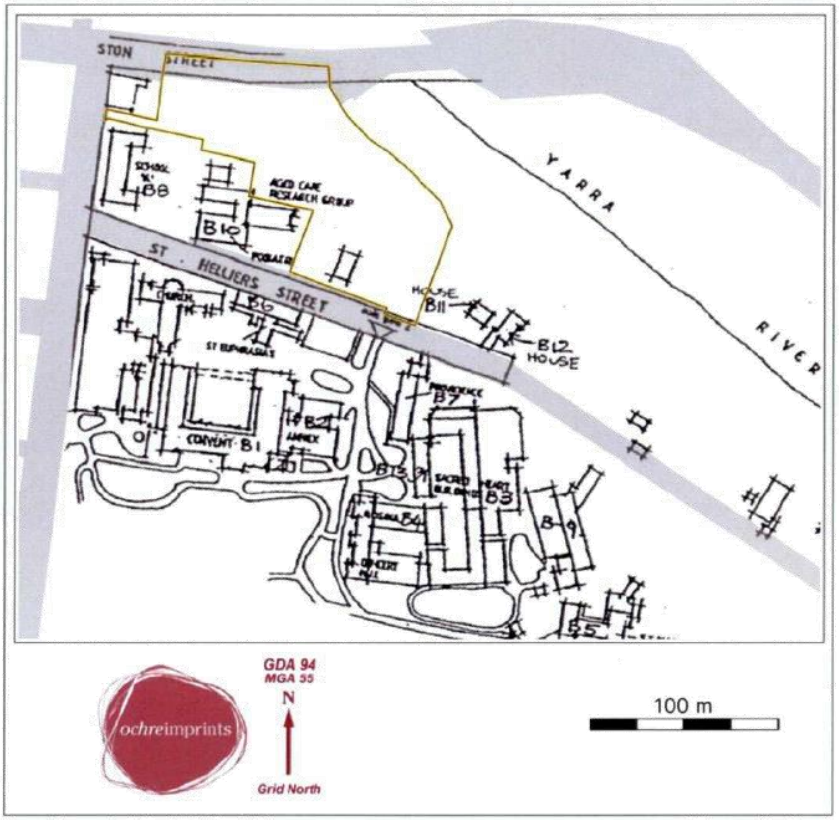


Figure 18: Sketch plan of buildings present in the study area in 1991 (Lewis 2005: Plan 4).

Figure 19 is a current Google Earth image of the study area. No structures, apart from a portion of Johnston Street, and small infrastructure associated with the car park, currently exist there.

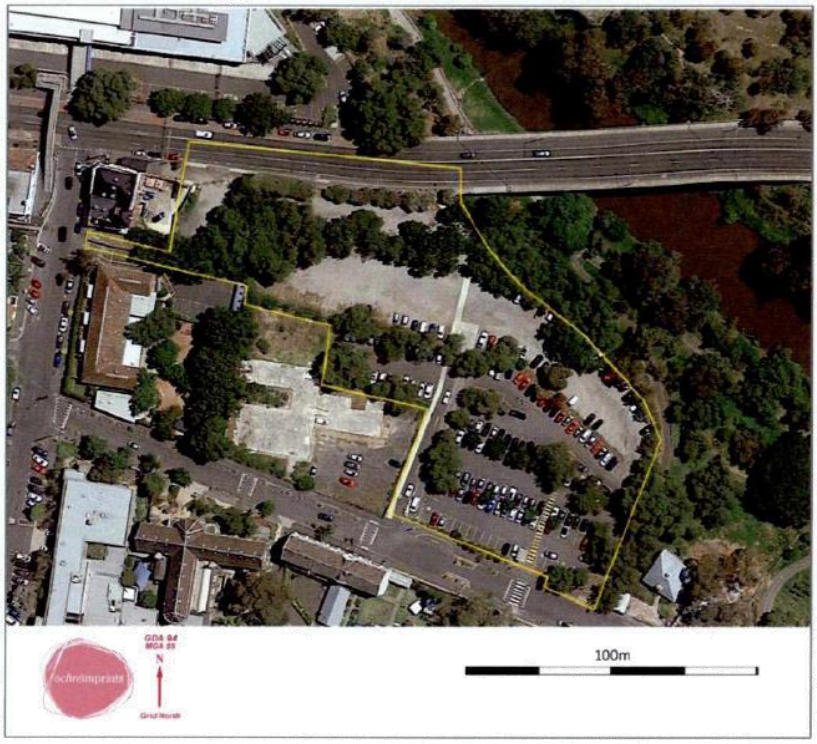


Figure 19: Modern aerial photograph of the study area. Base image sourced from Google Earth.

3. Archaeological potential

The brief land use history presented, the following points can be noted regarding the presence of historical structures in or near the study area:

- There were structures in the study area from at least 1865, but probably not before 1858 (apart from fencelines).
- The Bolger house which dated from at least 1865 (but may have been modified) was not demolished until the 1930s, at which time the area was filled and levelled – the details of this are unknown but this may have created good conditions for preservation. A comparison of historical and modern land height data suggests that there may be relatively deep fill placed over a significant portion of the study area. This has been confirmed by data from geotechnical testing.
- Bolger appears to have had his builder's yards and sheds on the property to the east of his house. Activity there may have been more extensive than the open space on the maps suggest.

- An unknown structure existed roughly in the location of the Bolger shed in 1991, but does not exist now. It is unclear what sort of impact this may have had on historical archaeological remains.
- While the Snowden house (present by 1865) itself was not located in the study area, the area immediately to the north of it was. Nineteenth century photos suggest that this area may have contained extensive gardens and plantings.
- The earliest known structure in the area surrounding the study area was the iron house, shown on plans of the 1950s (see Figure 5). Mapping indicates that this was very close to the study area boundary and the location of the later Snowden house. Given the inaccuracies inherent on georeferencing historical maps, it is possible that this was located inside the study area.
- An unknown historical structure (dating from about 1911) existed in the northwestern part of the study area. It had been demolished by 1991.

Figure 20 provides an indication of the possible distribution of historical archaeological remains in the study area.

The nineteenth century structures in the area were demolished in the early twentieth century. Since then the majority of the study area has remained open land, with the exception of a couple of small buildings built and subsequently demolished in the twentieth century.

The degree of preservation of nineteenth century archaeological remains will depend largely on the activity that took place in the study area following the demolition of the Bolger and Snowden houses, and associated outbuildings. While it seems likely that some of the activity area has been under deep fill since the demolition of those houses, other portions of the study area (those closest to St Helier St) are less likely to have been deeply buried and more likely to have been disturbed by the subsequent modifications to the study area. Archaeological remains in these less deeply filled locations are also more likely to be potentially impacted on by any proposed subsurface works in the area.

Data concerning potentially filling is currently limited to the eastern portion of the study area. Unfortunately, the 1901 MMBW plan that allowed for the comparison of modern and early twentieth century land levels does not provide any spot height data for the western half of the study area. One geotechnical testing borehole placed bear the northwest corner of the area does, however, suggest that fill with a depth of more than 1m exists in that location. Whether this fill was placed before or after the demolition of the 1911 building that occupied this area through part of the twentieth century is unknown, meaning that it is unclear whether the fill is likely to have preserved remains associated with that building.

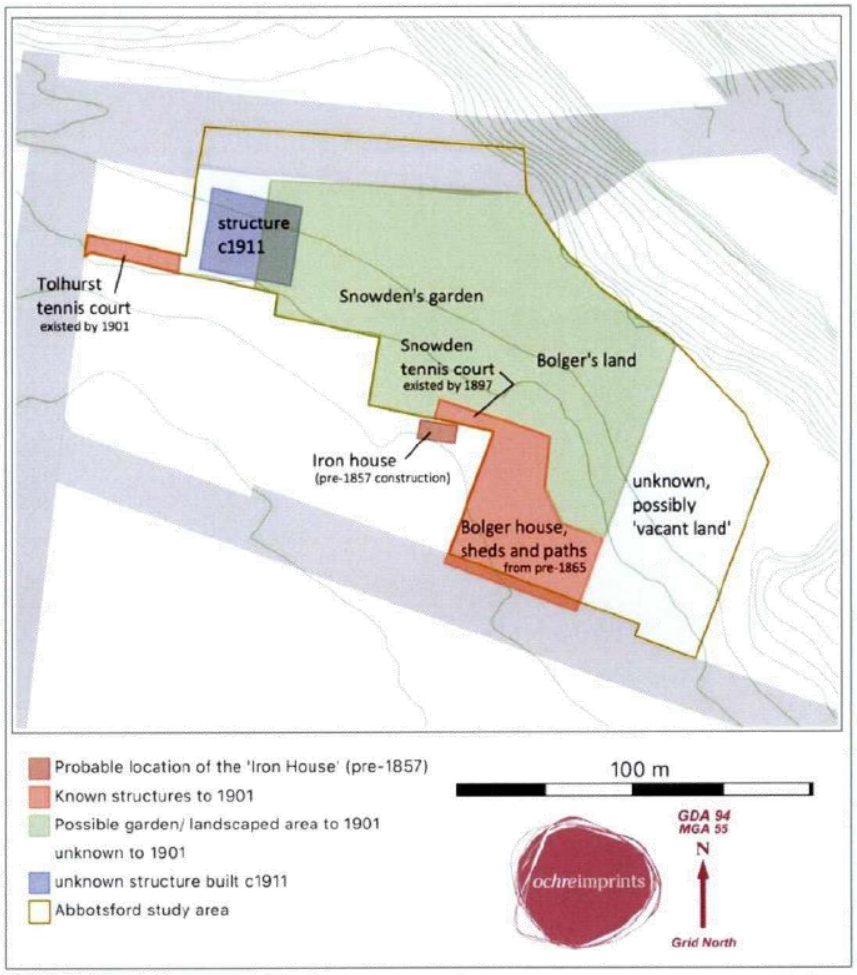


Figure 20: Distribution of potential historical archaeological remains in the study area.

Figure 21 Indicates the areas where deep and shallow filling are thought to have been carried out in the twentieth century. Currently available information indicates that much of the area shaded orange in Figure 21 should be considered to be an archaeologically sensitive area as it contains the location of known historical structures, and is believed to have been subject to minimal post-demolition filling (compare Figures 20 and 21).

The area shaded with diagonal hatching is considered to be of unknown sensitivity as it may contain archaeological remains associated with structures and gardens dating to the nineteenth century, but they depth of filling (if any) over this area is unknown.

The area shaded green on Figure 21 is considered likely to contain some archaeological remains associated with nineteenth century structures and landscapes/gardens, but it is probable that the depth of fill potentially spread over this area will most likely protect any such remains from damage caused by the proposed development (depending on the proposed depth of works).

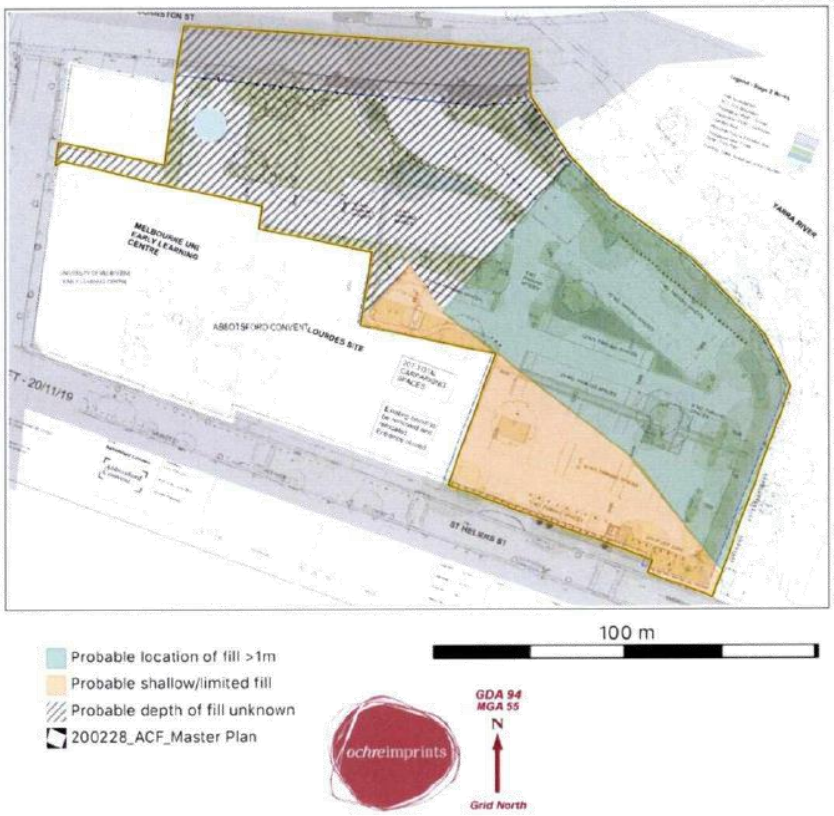


Figure 21: Probable distribution of fill across the study area (based on information provided in Figures 13-16 overlain on the proposed development plan.

Figure 22 draws the available information together and highlights the locations considered to be of the highest archaeological sensitivity in the study area. These are locations in which nineteenth century structures are known to have existed, and post-demolition fill is believed to have been minimal, meaning that they are likely to contain historical archaeological remains that are at risk of damage by any subsurface disturbance.

The lack of shading in the remainder of the area should not be taken to indicate a lack of archaeological potential, but rather a lack of known nineteenth century building structures and either suspected deep filling, or an unknown depth of filling.

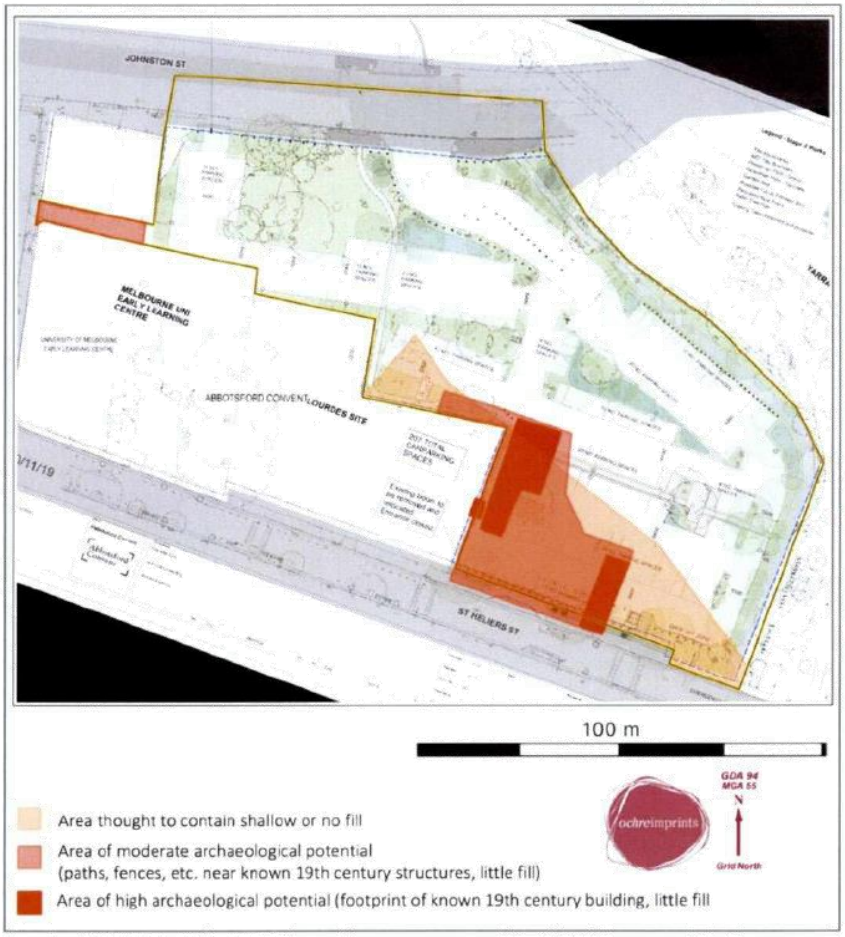


Figure 22: Areas identified as being of the highest archaeological sensitivity for shallow historical archaeological remains.

4. Significance assessment

Archaeological significance

From the mid nineteenth century to the early decades of the twentieth century, much of the study area contained houses, outbuildings and possibly gardens of the Bolger household (and perhaps business) and the yard/garden of the Snowden household. Part of it may have been open or vacant land.

Arthur Snowden was a solicitor and a well-known local politician, having served as the Mayor of Melbourne for several years. Bolger was evidently a successful businessman who worked as a builder/contractor. The Snowden and Bolger families each occupied their respective properties for several decades.

Any archaeological remains associated with these households would have the potential to provide information concerning the cultural material, architecture, and perhaps gardens of middle class Melbournians of the late nineteenth century – a class of residents comparatively less well-known (in terms of archaeology) than their working class counterparts (Lawrence, Brookes and Lennon 2006).

The study area also likely contained remains associated with the 20th century use of the site by the Good Shepherd Convent, considering the known construction and subsequent demolition of two (assumed) convent-associated buildings within the study area in the twentieth century (Figures 12 and 18).

While the suspected presence of deep fill suggests that portions of the nineteenth century archaeological remains may have been well-preserved, the archaeological significance of the site cannot be known, until the presence (or otherwise) and condition of archaeological remains on the site are assessed.

Cultural Heritage Significance

The Abbotsford Convent carpark site is considered to be of local significance for its association with prominent local resident Arthur Snowden and William Bolger. It may also contain some twentieth century fabric associated with the occupation of the site by the Good Shepherd Convent.

Heritage Council's Criteria for the Assessment of Cultural Heritage Significance	
A – Importance to the course, or pattern of Victoria's cultural history.	Local significance for its potential ability to shed light on the early occupation of Melbourne's suburbs
B – Possession of uncommon, rare or endangered aspects of Victoria's cultural history.	None known

C – Potential to yield information that will contribute to an understanding of Victoria's cultural history.	Every archaeological site has some ability to contribute to the understanding of Victoria's cultural history. Local significance.
D – Importance in demonstrating the principal characteristics of a class of cultural places or objects.	Local. The site may contain remains associated with a relatively long-running occupation of early
E – Importance to in exhibited particular aesthetic characteristics.	None known.
F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.	None known.
G – Strong or special association with a particular cultural group for social, cultural or spiritual reasons.	The site has the potential to contain some remains associated with the twentieth century occupation of the area by the Good Shepherd Convent.
H – Special association with the life or works of a person, or group of persons, of importance to Victoria's history	Local significance for the association of the site with local politician Arthur Snowden.

Table 2: Preliminary assessment of the cultural heritage significance of H7822-2113 using the Heritage Council criteria for cultural heritage assessment

5. Next Steps

Managing Historical Archaeological Values

The area of greatest historical archaeological sensitivity is in the southern component of the carpark where there may be archaeological structural remains and artefact deposits relating to its occupation from the mid nineteenth century to the early decades of the twentieth century. This is recognised in the VHR listing which includes this area in the boundary of the site. This area also accords with the least amount of fill on the earlier surface which means that any subterranean excavation for services, bollards, paths and relaying the surface of the carpark may have an impact on historical archaeological deposits.

Where works are able to be confined to existing fill, a permit application will be required for impacts to the VHR:

- The Permit application for VHR must outline management strategies for historical archaeology

If it is likely that works will impact archaeologically sensitive deposits, a meeting will be required with Heritage Victoria to develop strategies for managing any archaeological deposits in the context of the excavation activity:

- HV may require test excavation in advance of development activities or monitoring during works if the works are minor

6. References

Barrett, Bernard 1990 Snowden, Sir Arthur (1829-1918) *The Australian Dictionary of Biography online* available at < http://adb.anu.edu.au/biography/snowden-sir-arthur-8573 >

Context 2012 *Thematic History – A history of the City of Melbourne's urban environment* City of Melbourne.

Lawrence, S. A. Brooks and J. Lennon 2006 Ceramics and status in regional Australia *Australasian Historical Archaeology* 27: 67-78.

Lewis, Nigel 2005 *Former Convent of the Good Shepherd, Abbotsford, conservation management plan, vol one, overview.* Report to the Abbotsford Convent Foundation.

NSP Geotechnics Pty Ltd 2018 Geotechnical investigation and preliminary environmental assessment for Abbotsford Convent Carpark upgrading.

Directories

Sands and Kenny Melbourne Directories 1858-1861

Sands and McDougall Melbourne Directories 1862-1901

Sands and McDougall Victorian Directories 1904-1942

Newspapers – accessed online from the National Library of Australia Trove Site

The Argus – 13/6/1857, 13/8/1857

Rate books

City of Collingwood Valuation Records, Rates Books 1864-1899 (selected years) (Sourced from the Public Records Office, Victoria)

Probate and Administration files – accessed online from the Public Records Office Victoria

Arthur Snowden, probate and administration files (PROV VPRS 28/ P0003, unit 933)

Maps and Plans

Craig and Harrison, surveyors 185? (probably pre-1857) *Plan of the township of Abbotsford on the Yarra Yarra.* Available online from the State Library, Victoria at < http://handle.slv.vic.gov.au/10381/161599 >

Hodgkinson, C. 1858 *Plan shewing the streets and buildings in existence in East Collingwood on January 1st, 1858.* Printed by De Gruchy and Leigh. Available online from the State Library, Victoria at < http://handle.slv.vic.gov.au/10381/117381>

Melbourne and Metropolitan Board of Works 1897 *Plan No 38, Collingwood and Kew* < http://handle.slv.vic.gov.au/10381/143130 >

Melbourne and Metropolitan Board of Works 1901 *Detail plan, 1285, Collingwood and Kew.* Available online from State Library, Victoria at < http://handle.slv.vic.gov.au/10381/117696 >

Melbourne and Metropolitan Board of Works survey field books c1897, Public Records Office, Victoria, VPRS 8600/P001, Unit 58, Book No. 1009.

Unknown creator 188-? *Map of part of Parish of Collingwood and Fitzroy.* Available online from the State Library Victoria at < http://handle.slv.vic.gov.au/10381/161624 >

W. Easey and Co. 1857 *Plan of Land at Abbotsford, the property of John Orr Esq. to be sold at auction by W. Easy and Co on Thursday, August 20, at One O'clock.* Available online from the State Library Victoria at < http://handle.slv.vic.gov.au/10381/282164 >

Photographs

Unknown photographer c1863-1870 *St Helliers Homestead and old Johnston St Bridge.* Available online from the State Library, Victoria at < http://handle.slv.vic.gov.au/10381/290950 >

Unknown photographer c1975-1882 *Johnston St Bridge, Abbotsford.* Available online from the State Library, Victoria at < http://handle.slv.vic.gov.au/10381/296698 >

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

APPENDIX 1 – Details of the land use, building and occupant history obtained from:

- Street directories as listed in the references;
- City of Collingwood rate books[6]

[6] Note that sources have only been consulted for years displayed.

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
1865			1865			
	Closest listing is for Johnston St east between Clarke Street and the Yarra, listed as vacant land				Arthur Snowden	Vacant land
					Arthur Snowden	Vacant land
					Arthur Snowden	Vacant land
					Arthur Snowden	Vacant land
				Thomas Watts, builder	Thomas Watts	House ruins
					Fenwick Brothers	Land inclosed
					Arthur Snowden	Vacant land
					Arthur Snowden	Vacant land
					Arthur Snowden	Vacant land
					Arthur Snowden	Vacant land
				A.P. Aderch, notary	Arthur Birch	House, brick
				Charles York, forwarding agent	Arthur Birch	House, brick
				Haden Smith, doctor of medicine	Robert Rossbottom	House, brick
					J.J. Reeves	Land, inclosed (sic)
					J.J. Reeves	Land, inclosed

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
				William David Bolger, builder	W.D. Bolger	House, brick
				Arthur Snowden, conveyancer	Arthur Snowden	House, brick
				Mrs Kirkwood	Mrs Kirkwood	Land, inclosed (sic)
			This is likely the Clarke St end			
1867						
For some reason residents of Helliers/Heliers St seem to be be listed in South Audley St (Richmond) *St Hellier's Street*	Listings appear to start from south					
	Bell, E.					
	Donaldson, Thomas	engineer				
	Smith, H.	surgeon				
	Boulger, W.D.	contractor				
	Snowden, A.	conveyancer				
1870			1870			
St Heliers St (off Clarke Street)						

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
	Convent of the Good Shepherd					
					Kirkwood	Land
	Snowden, Arthur	conveyancer		Arthur Snowden, solicitor	Arthur Snowden	House, wood, 5 rooms
					Snowden Edw.	Land
					Wm Bolger	House, brick, 6 rooms
	Bolger, William	contractor		William Bolger, builder	Wm Bolger	Sheds and yard
					Owner	Land
	Smith, H.	Medical practitioner		Hadden Smith, surgeon	Rosebotham	House, stone, 6 rooms
	Donaldson, Thomas	engineer		Thomas Donaldson, engineer	Dike	House, wood, 6 rooms
				William Henry Bond, jeweller	Dike	House, wood, 7 rooms
					Owner	Land
					Owner	Land
	Smith, W. H.			William Henry Smith, civil service	Watts	House, brick, 7 rooms
1875			1874			
St Hellier's St *Clarke St*						

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
	CONVENT OF THE GOOD SHEPHERD					
					Ann Kirkwood	Land
	Snowden A.	conveyancer		Arthur Snowden, solicitor	Arthur Snowden	House
	Bolger, William	contractor		William Bolger, land clerk	W.E. Bolger	House
					Owner	Land
	Young, Henry			Henry Young. Jeweller	H. ? Ham, agents	House and land
					Thomas Donaldson	House and land
	Donaldson, Thomas	enginr		Thomas Donaldson, engineer	Thomas Donaldson	House and land
	Crespin, George G.			George Crespin, accountant	George Crespin	House and land
					Arthur Snowden	Land
					Fenwick	Land
	Smith, William H.			William Smith, civil service	Thomas Wattle	House
					Owner	Land
					Owner	Land
					Owner	Land

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
					Owner	Land
	O'Keefe, Edward			Edward O'Keefe, gentleman	R.H. Smith	House
1884			1885			
St Hellier St *Clarke St*						
				Robert Dem??, solicitor	Arthur Snowden	Wood house
	Snowden, Arthur	solictr		Arthur Snowden, solicitor	Arthur Snowden	Enclosed land

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
	Bolger, Wm.	contractor		William Bolger, contractor	William Bolger	Brick house
				Archibald Bolger, contractor	Archibald Bolger	Enclosed land, 66ft
	Moon, Miss Alice, C.			Mary Curtain, Lady Superioress	Richard Goldsborough	Enclosed land, 132ft
	Kreitmayer, Max L.			Max L. Kreitmayer, artist	William McFarlane (agent)	Brick house
	McCormick, Mrs Anna			Robert Macky, civil servant	Annie McCormack	Brick house
	Read, James			Henry Brock, pyrotechnist	Henry Brock	Wood house
	Nicholas, Charles, F			Charles Nicholas, mining manager	Charles Nicholas	Wood house
				Charles Nicholas, mining manager	Charles Nicholas	Enclosed land, 140ft
					Arthur Snowden	Enclosed land, 325ft
	Watts, Walter			Walter Watts, builder	Thomas Watts	Brick house
				Mary Curtain, Lady Superioress	Mary Curtain	Enclosed land 520ft
				Mary Curtain, Lady superioress	Mary Ball	Enclosed land, 264ft
River Yarra						Note that one or the other has the order wrong. The rates start at the base of this list and with the note 'north side, Clarke St' but this

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
						backwards order matches the directory in which it suggests that 'Clarke St' is at the other end of the list, but note also that 'Clarke St' is noted at the end (top) of this list in the rates as well.
1892			1891			
St Helliers S, *Clarke St*						
4	Snowdon, Arthur	solctr		Arthur Snowden, solicitor	Arthur Snowden	Brick and wood house.
					Arthur Snowden	Enclosed land, 90ft
	Bolger, Arch.	contractr		William Bolger, contractor	William Bolger	Stone house
					William Bolger	Enclosed land, 60ft
					Mary A. O'Shea	Enclosed land, 132ft
	Kreitmayer, Max L.			Max G. Kreitmayer, artist	William McFarlane	Brick house
	McCormack, Mrs Anna			Anna McCormack, home(?) duties	Anna McCormack	Brick house
20	vacant			Henry Brock, pyrotechnist	Henry brock	Wood house
22	MacKay, Hugh			Hugh R Mackay, clerk	Mary O'Shea	Wood house
					Mary O'Shea	Enclosed land
				Walter Watts, builder	Mary O'Shea	Brick house

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
St Philip St *River Yarra*						
			1899			
				Arthur Snowden, solicitor	Arthur Snowden	House and grounds
					Arthur Snowden	Enclosed lands
				William Bolger, contractor	William Bolger	Stone house
					William Bolger	Enclosed lands
					Lady Superioress	Enclosed land
				Max L. Kreitmayer, artist	William McFarlane	Stone house
				Annie McCormick, dom duties	Annie McCormick	Wood house
					More not copied	
1901						
St Heliers St *Clarke St*						
4	Snowden, Sir Arthur	solicitor				
	Bolger, Wm and Bolger, Archd.	cnters				
16	Kreitmayer, Max L.					
18	McCormick, Mrs A.					

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
22	Mackay, Hugh					
River Yarra						
1910						
St Heliers St *Off 2 Clark St*						
4	Snowden, Sir A.	solr				
6	Bolgar, Archd.	contr				
16	McHugh, Mrs Mary					
	Mackay, Miss Agnes					
	Bruce, Miss A.	vclst				
18	McCormaick, Mrs A.					
22	Mackay, Hugh					
River Yarra						
1920						
St Heliers St *Off Clark St*						
4	Rennick, Mrs M.					
6	Bolger, Archd,	contr				
16	Behan, Harold P.					

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
18	McCormick, Mrs A.					
22	Mackay, Miss E. M.					
River Yarra						
1930						
St Heliers St, N side, off 2 Clarke St.						
4	Wilson, Arth. E.					
6	Bolger, Archd.					
6	Bolger, H.S.	Cntr.				
16	Behan, Harold P.					
18	McCormick, Miss E.					
1935						
St Hellier St – No side, *off 2 Clarke St.*						
4	Hillman, James					
6	Bolger, Archd.					
16	Behan, Harold P.					
18	McCormick, Miss E.					

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Directory year			Rates year/	Occupant	Owner	Description
1938						
St Heliers St – N side, *off 2 Clarke St*						
4	Hillmans, James					
16	Behan, Harold P.					
18	McCormick, Miss E.					
1942						
St Heliers St – N side, *off 2 Clarke St*						
4	Hillman, James					
16	Behan, Harold P.					
18	McCormick, Miss E.					

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Attachment 5 - PLN20/0245 - Desktop Archaeological Assessment

Attachment 7

Ochre Imprints Pty Ltd, Heritage consultants, 'Abbotsford Convent Car Park and Johnston Street Signals Project, Abbotsford – Aboriginal Cultural Heritage Advice', 4 March 2020

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

1 October 2020

John Theodosakis
Yarra City Council
PO BOX 168
RICHMOND VIC 3121

Dear Mr. Theodosakis,

PLANNING APPLICATION NO.:	**PLN20/0245**
DEPARTMENT REFERENCE NO:	**PPR 33308/20**
PROPERTY ADDRESS:	**6-14 ST HELIERS STREET, ABBOTSFORD VIC 3067**

Section 55 – No objection subject to conditions

Thank you for referring the above application to the Head, Transport for Victoria under Section 55 of the *Planning and Environment Act 1987.*

The Head, Transport for Victoria has considered this application and does not object if the permit is subject to the following conditions:

1. *The buildings and works including associated roadworks must be in general accordance with the Traffic Signal Plan, Drawing number 691978, Site no. 3323 and Drawings 692465 Revision 8 dated 4 March 2019 Sheets 1 to 4 respectively, to the satisfaction of and at no cost to the Head, Transport for Victoria.*
2. *Prior to the occupation of the car park the following roadworks on Johnston Street must be completed at no cost to and/or to the satisfaction of the Head, Transport for Victoria:*

    a. *The modification, relocation, upgrade and remediation works of various elements of the access where it intersects Johnston Street, including any such remedial works associated with the operation of the carpark, inclusions or changes to the pedestrian crossing, bicycle line marking, road line marking, signage, signal hardware and associated road works at Johnston Street.*

3. *All disused or redundant vehicle crossings must be removed and the area reinstated to kerb, channel and footpath to the satisfaction of and at no cost to Head, Transport for Victoria prior to the occupation of the buildings hereby approved.*

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

Notes:

a) Separate consent for works within the road reserve and the specifications of these works is required under the Road Management Act. For the purposes of this application the works may include (but are not limited to) the provision of:

- *Works associated with the new traffic signals at the intersection of Johnston Street,*
- *New bicycle lane line marking*
- *Signs and associated road works*
- *Road line marking, kerb and channel*

b) *Separate consent may be required from Head, Transport for Victoria under the Road Management Act 2004 for buildings and works undertaken outside the title boundary within a Road Zone Category 1 (Johnston Street). Please contact the Department prior to commencing any works.*

Please forward a copy of any decision to this office as required under the *Planning and Environment Act 1987*.

Should you have any enquiries regarding this matter, please contact Gillian Menegas on 9313-1148 or Gillian.Menegas@roads.vic.gov.au.

Yours sincerely

Gillian Menegas

Gillian Menegas
SENIOR PLANNER- Statutory Planning Referrals Metro North West Region

Under delegation from the Head, Transport for Victoria
1/10/2020

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

CITY OF YARRA

MEMO

To:	**John Theodosakis**	
From:	**Mark Pisani**	
Date:	**3 August 2020**	
Subject:	**Application No:**	**PLN20/0245**
	Description:	**Abbotsford Convent Car Park**
	Site Address:	**6-14 St Heliers Street, Clarke Street, Abbotsford**

I refer to the above Planning Application received on 26 June 2020 in relation to the proposed development at 6-14 St Heliers Street, Clarke Street, Abbotsford. Council's Civil Engineering unit provides the following information:

Drawings and Documents Reviewed

	Drawing No. or Document	Revision	Dated
Urban Initiatives	TP-01 *Contextual Site Plan*	B	3 October 2019
	TP-03 *Existing Conditions/Demolition Plan*	E	3 June 2020
	TP-05 *Proposed Works Plan*	E	3 June 2020
	TP-06 *Detail Plan – Johnston Street Interface*	B	3 October 2019
	TP-08 *Grading & Drainage Plan*	-	Not dated
One Mile Grid	*Transport Impact Assessment* report		20 March 2020

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

ABBOTTSFORD CONVENT CAR PARK AND ACCESS ARRANGEMENTS

Item	Details
Background	
Abbottsford Convent Car Park	The proposal comprises the redesign and formalisation of the Abbotsford Convent car park. Access arrangements would now be provided via Johnston Street with new signals. The new car park would comprise 212 spaces. The current car park has a capacity of up to 330 spaces.
Reduction in Car Parking	
Existing Parking Occupancy of Car Park	According to One Mile Grid, vehicle numbers at the existing car park were obtained from the operator of boom gates on three separate occasions: Saturday 3 February 2018, Thursday 8 February 2018 and Saturday 10 February 2018. Although conducted in 2018, the occupancy data from these dates would provide a good snapshot of parking numbers at the car park. The peak occupancy ranged from 226 vehicles to 274 vehicles.
Appropriateness of a Reduced Parking Provision	The Abbotsford Convent has very good connectivity to public transport services, pedestrian links and on- and off-road bicycle infrastructure. Providing fewer spaces in the new car park would potentially encourage visitors to use more sustainable forms of transport. The Civil Engineering unit has no objection to the reduced capacity of the redeveloped car park.
Access Arrangements	
Car Park Entrance via Johnston Street	The access arrangements of the site would be incorporated into a signalised intersection, which also includes a northern approach. Entry and exit into and out of the car park would be controlled by boom gates.
Capacity of Controlled Access – Car Park Boom Gates	The capacity of the access control point would be assessed by undertaking a queuing analysis of the access point. A peak entry flow of 200 vehicle per hour had been adopted, based on data obtained from May 2017. According to One Mile Grid, the boom gates have a service rate of 300 vehicles per hour. To determine the storage queue of a single boom gate (as a rough guide), guidance is sought from the Australian/New Zealand Standard AS/NZS 2890.1:2004. A mechanical device such as a boom gate should have sufficient vehicle storage to accommodate the 98th percentile queue (the queue that will be exceeded on 2% of occasions). By knowing the utilisation ratio of the car lift (in this case, 0.09), the 98th percentile queue length can be calculated. Queue Length, $N = (\text{Log}_n \Pr(n>N) / \text{Log}_n \rho) - 1$ $\Pr(n>N) = \rho^{N+1}$ where ρ = r / s (utilisation factor) ρ = average arrival rate / average service rate = 200 / 300 = 0.67 $N = (\text{Log}_n 0.02 / \text{Log}_n 0.09) - 1$ = 8.77 car lengths, say 9 cars The 98th percentile queue length for the boom gate would be nine car lengths, which corresponds to One Mile Grid's calculation.

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

Item	Details
	The proposed entrance would be providing two boom gates and would have a total storage area of 11 cars. Multi-channel queuing analysis would provide a more accurate queue length. We are satisfied that the two boom gates would be providing sufficient queuing storage without impacting the operation of Johnston Street.
Internal Car Park Design	
At-Grade Parking Spaces	The dimensions of the at-grade parking spaces (2.6 metre by 4.9 to 5.4 metres) satisfy *Design standard 2 – Car parking spaces* of Clause 52.06-9.
Accessible Parking Spaces	The dimensions of the accessible parking spaces and shared areas satisfy the Australian/New Zealand Standard AS/NZS 2890.6:2009.
Aisles	The 6.4 metre aisles satisfy *Table 2: Minimum dimensions of car parking spaces and accessways* of Clause 52.06-9.

ADDITIONAL ENGINEERING ADVICE FOR THE APPLICANT

Item	Details
Legal Point of Discharge	The applicant must apply for a Legal Point of Discharge under Regulation 133 – Stormwater Drainage of the *Building Regulations* 2018 from Yarra Building Services unit. Any storm water drainage within the property must be provided and be connected to the nearest Council pit of adequate depth and capacity (legal point of discharge), or to Council's satisfaction under Section 200 of the *Local Government Act* 1989 and Regulation 133.

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

Memo

diverse
vibrant
exciting
inclusive

To: Glen Williames

Cc:

From: Paul Whitten

Date: 6 July 2020

Subject: PLN20/0245 – 6-14 St Heliers Street, Clarke Street (No Street No.) and part of the Johnston Street (Road Reserve), Abbotsford

Glen,

I have reviewed the following documents accessed from https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2020/06/16/pln200245

- Arboricultural report – Glen Waters 2020
- Design Report
- Plans
- Town Planning Report Part 1
- Town Planning Report Part 2

I raise the following points:

- I did not observe or find a *Tree Plan* as stated within the Plan Legend next to Proposed New Tree Planting Symbol. The *Tree Schedule* plan does not identify location of proposed species, only size and numbers.
- The planting proposal does not identify use of local provenance plants.
- The tree removal is generally acceptable, observing that most of the vegetation lost is exotic, and are noted on the Advisory List of Environmental Weeds in Victoria.
- There are two filtration beds identified within the proposed development.
    - There are no management considerations for these beds.
    - Tree(s) are shown as being planted into these beds, how will this affect the maintenance/ long term effectiveness of the beds?

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

- The arborist report does not provide sufficient protection conditions.
    - The report applies as a general guideline and does not specify conditions that **must** be applied to ensure protection of the existing trees.
    - The report does not allow for site inspections during construction.
    - The report provides sufficient information for tree removal and generalised tree protection but does not provide any enforceable conditions to be applied to site.

In general the overall design and proposal is acceptable. The following items are required prior to approval:

1. A Tree Management Plan, prepared by a suitably qualified arborist that at a minimum:
    a. Provides an inspection schedule that includes site inspections during construction.
    b. States tree protection requirements.
    c. States, tree protection must not be removed, altered or interfered with, without prior inspection and written authorisation by the project arborist.
    d. States, project arborist to oversee all excavation and demolition works within identified TPZ.
    e. Shows TPZ fencing on plan.

2. A Tree Plan that identifies the location of all proposed trees by species.
3. A Planting plan that identifies vegetation as being of Local Provenance.
4. A management plan for the filtration beds and identified useful life span.

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

Planning Referral

To:	John Theodosakis
From:	Julian Wearne
Date:	08/12/2020
Subject:	Strategic Transport Comments
Application No:	PLN20/0245
Description:	Alterations of the car park and construction to an access-point from Johnston Street.
Site Address	6-14 St. Heliers Street

Background

Council's Strategic Transport Unit, Traffic Engineering Unit and other units as relevant have been involved in long term discussions between the Department of Transport and the Abbotsford Convent about the construction of a new vehicle entrance point to the convent car park, from Johnston Street. This will provide direct access to the car park from the major arterial road and will reduce traffic on local roads associated with the convent. In the longer term reducing the number of vehicles present on St. Heliers Street will provide greater opportunity to redesign this street in a more pedestrian and cyclist friendly manner.

Given the above Council's Strategic Transport Unit generally supports the construction of the new vehicle entrance and the associated upgrades to the convent car park.

Pedestrian and cyclist provision

The proposed plans provide adequate provisions for pedestrians and cyclists for the following reasons:

- The dedicated pedestrian entrance from Johnston Street appears sufficient and is supported;
- It is expected most cyclists will continue to access the main convent grounds via St. Heliers Street and the shared path network which runs to the east of the car park. It is noted that the main convent grounds include significant numbers of covered bike parking spaces for visitors and staff at the main entrance, as well as other bike parking spread throughout the site.
- The nearby Collingwood Children's farm also has existing visitor bike parking.

Access and Safety

The plans show an emergency exit with removable bollards. The presence of the removable bollards would indicate this is for vehicular exit – but the presence of trees makes this arrangement appear completely unworkable. The existing crossover is also not aligned with the emergency exit, further inhibiting its use.

Attachment 6 - Referral Advice (Collated) Dept. of Transport, Engineering Services Unit, Arborist and Strategic Transport.

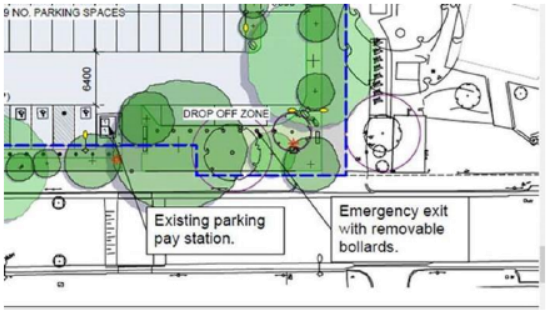


Figure 1 – The presence of trees, and lack of alignment with the crossover makes this arrangement unsuitable as an emergency exit.

The applicant should delete the references to the emergency exit and removable bollards. Alternately if the applicant wishes to retain an emergency exit, all necessary works for it to function safely should be noted and any loss of trees or other impacts should be considered separately.

Outdated existing conditions

The existing conditions plan appears to be based on outdated survey work, and they should be updated to ensure the demolition plans and proposed plans are based accurate information. The following inconsistencies have been noted and must be addressed:

- The bike hoops shown to the east of the car park were removed in 2018.
- There is no vehicle crossover shown from St. Heliers into the existing car-park entrance. This should be shown on the existing conditions plan/demolition plan. (Further, as this crossover will be made redundant by the works it should be re-instated as kerb and channel following removal of the vehicle entrance).
- The Zebra crossing to the main entrance of the convent isn't shown.

Recommendations

The following should be shown on the plans before endorsement:

1. The applicant must delete the references to the emergency exit and removable bollards given the current arrangement is not workable as a vehicle exit. Alternately if the applicant wishes to retain an emergency exit, all necessary works for it to function safely should be noted and any loss of trees or other impacts should be considered separately.

2. The existing conditions plans appear outdated and must be updated to accurately show the existing conditions. The following inconsistencies have been noted:
    a. The bike hoops shown to the east of the car park were removed in 2018.
    b. There is no vehicle crossover shown from St. Heliers into the existing car-park entrance. This should be shown on the existing conditions plan/demolition plan.
    c. The Zebra crossing to the main entrance of the convent isn't shown.
3. All redundant vehicle crossovers must be re-instated as footpath, kerb and channel as per Council's Materials Policy.

Regards

Julian Wearne

Senior Transport Planner
Strategic Transport Unit